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Carrollton Business Men's Association

(ORGANIZED AUGUST 25, 1919)

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New Orleans 18, La.

1945 OFFICERS

ALBERT BERGT, President
Cleaning and Pressing

MORRIS M. MARIX, 1st Vice-Pres.
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Furniture

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Carrollton, Louisiana Centennial

1845-1945

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Dallas, Texas

OFFICERS CARROLLTON BUSINESS MEN'S ASSOCIATION, YEAR 1945—Back row: H. B. Douglas, Edwin Heaton, Angelo Mangiapane, Aubrey J. Weil, L. F. Tadlock, directors. Front row: Joseph B. Zenicios, third vice-president; Eugene E. Brady, Jr., fourth vice-president; E. W. Lochte, treasurer; Albert Bergt, president; E. A. Perilloux, secretary; Morris M. Marix, first vice-president. (Not in picture) Theodore Herman, second vice-president.

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Carrollton, Louisiana Centennial

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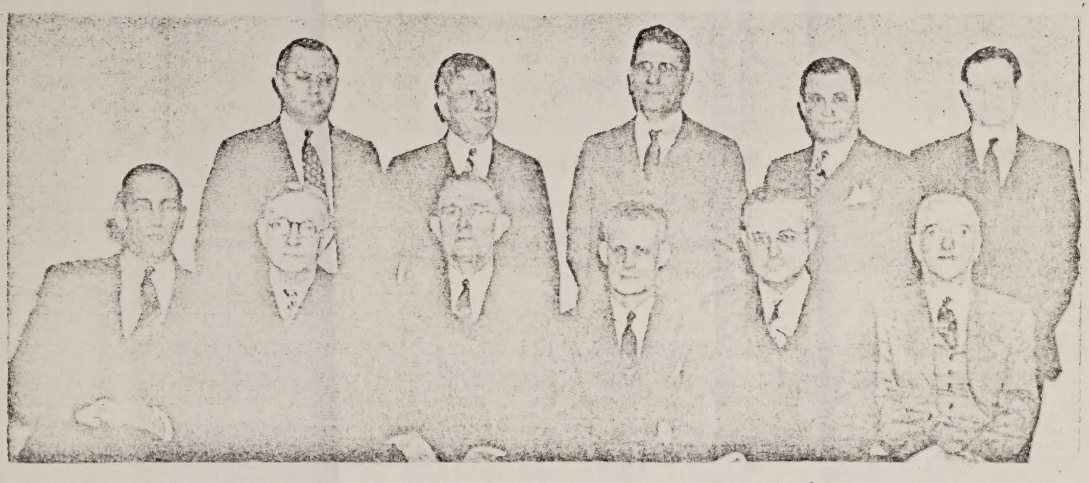

OFFICERS CARROLLTON BUSINESS MEN'S ASSOCIATION, YEAR 1945—Back row: H. B. Douglas, Edwin Heaton, Angelo Mangiapane, Aubrey J. Weil, L. F. Tadlock, directors. Front row: Joseph B. Exnicios, third vice-president; Eugene E. Brady, Jr., fourth vice-president; E. W. Lochte, treasurer; Albert Berot, president; E. A. Perilloux, secretary; Morris M. Marix, first vice-president. Not in picture: Theodore Herman, second vice-president.

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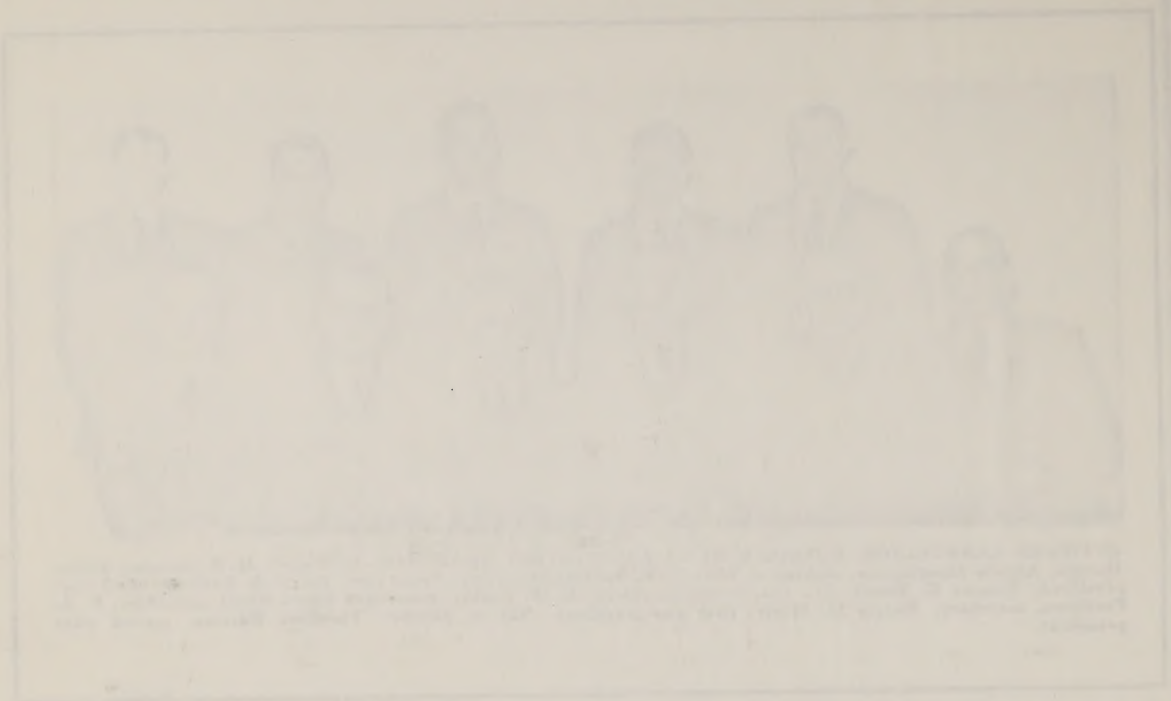


Carrollton V M A
Carrollton Centennial (La.)

Dallas

1945

Our Cover

Monument erected in Palmer Park by Carrollton Business Men's Association, unveiled March 11, 1945

On one side of monument:

IN HONOR OF
THE MEN AND WOMEN OF
CARROLLTON
WHO SERVED THEIR COUNTRY
IN THE SECOND WORLD WAR
AND IN MEMORY OF
THOSE WHO MADE THE SUPREME SACRIFICE
1941—

On the other side:

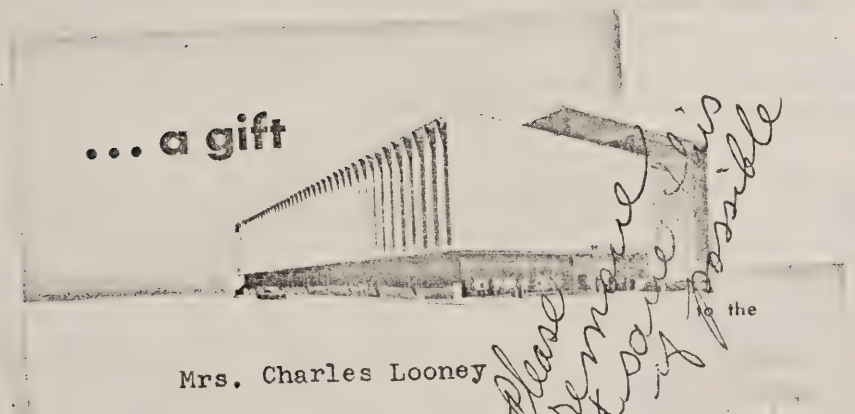
TO COMMEMORATE THE
CENTENNIAL OF CARROLLTON
INCORPORATED MARCH 10, 1845
ANNEXED TO NEW ORLEANS
MARCH 23, 1874

★ ★ ★

This Book Sponsored By

CARROLLTON BUSINESS MEN'S
ASSOCIATION

And Dedicated to Those Who Have
Made Its Publication Possible



PROCLAMATION

WHEREAS, the Town of Carrollton, thro
its original owners, the New Orleans C
and Banking Company, Samuel Kohn, Lau
Millaudon and John Slidell, caused to be m
a plan dividing the Town into squares and
in the year 1833, and

WHEREAS, through incorporation of the Town of Carrollton in the year 1845, the municipality was in posit
to continue gradual civic improvements and maintain the general plan as provided in the original plan made by Cha
Zimpel, and

WHEREAS, the Town of Carrollton, at the time a part of Jefferson Parish, was annexed to the City of New
leans as the 16th and 17th wards, in March 1874, and

WHEREAS, the citizens of said 16th and 17th Wards have given every cooperation with the other citizens
the City of New Orleans, of which it is now a part, and

WHEREAS, March 10, 1945 marks the One Hundredth Anniversary of the Incorporation of the Town of C
rollton,

NOW, THEREFORE, I, ROBERT S. MAESTRI, Mayor of the City of New Orleans, do hereby declare and p
claim that the week beginning March 10, 1945 be observed as Carrollton Centennial Week.

Given under my hand and seal of the City of New
leans, in the City of New Orleans, this 5th day of Ma
1945.

ROBT. S. MAESTRI,
Mayor

Attest:

D. E. KNOWLES,
Secretary to the Mayor

"Centennial Banquet A Gala Event"

• •

The C. B. M. A. Reception and
Banquet Commemorating

the

Centennial-of-Carrollton

Sunday Evening March the Eleventh

Nineteen Hundred Forty-five—Six Thirty

Dancing Seven Thirty Til Eleven

Johnny DeDroit's Orchestra

• •

JUNG HOTEL, TULANE ROOM

Carrollton Centennial

1845-1945

By EDGAR A. PERILLOUX

"The long-cherished name of Carrollton we will never surrender—Carrollton must forever be the designation of the Seventh District, the rural and garden suburb of New Orleans".

The foregoing quotation is from the Introduction of a paper by Wm. H. Williams, on the occasion of the one hundredth anniversary of our National Independence, July 4, 1876, prepared at the request of a group of citizens of the Seventh District of New Orleans as a means of celebrating that event with appropriate exercises, similar to what the citizens of our community are now preparing to do on the one hundredth anniversary of the Incorporation of the Town of Carrollton, on March 11, 1945, under the sponsorship of the Carrollton Business Men's Association, of which the writer is Secretary.

In the following pages I shall endeavor to tell, in as interesting a manner as is within my limited capacity for such a task, the story of events which lead up to the predicition of Mr. Williams, that "Carrollton must forever be the designation of the Seventh District", with such items of interest pertaining to subsequent events which space and time will permit.

Edgar A. Perilloux, Author

Historical Background

The territory from which the Seventh Municipal District of the City of New Orleans, Louisiana was carved by Act of the Louisiana Legislature, Approved March 23, 1874, known as the Town of Carrollton, La., from March 10, 1845 until March 17, 1859, and as the City of Carrollton from that date to March 23, 1874, is described in an Act of Sale dated February 8, 1738 as being 22 arpents front on the river, by the ordinary depth (40) arpents; bounded on one side by land of Blaufire, and on the other by land of De'la Frenierre, when purchased by Louis Caesar Le' Breton, who died June 10, 1776.

On June 21, 1871 LeBreton's succession sold this land to Barthelemey Macarty, who also died, leaving his estate to his son Jean Baptiste Macarty, who died, leaving his estate to his three children, Barthelmy Macarty, Edmond Macarty, Marie Celeste Macarty wife of Paul Lanuse, each one-third. On April 14, 1809 Edmond Macarty conveyed his one-third interest to Barthelmey Macarty. On June 10, 1816, Marie Celeste Macarty, wife of Paul Lanuse likewise conveyed her one-third interest to Barthelmy Macarty. On March 7, 1826, Barthelmy Maccarty conveyed to Mrs. Eleonore Myrtle Macarty, wife of Chas. B. Lanuse an undivided one-half interest. On April 30, 1831 Barthelmy Macarty sold to Samuel Kohn and Bernard Marigny the other undivided half. On September 2, 1831 Bernard Marigny sold to Laurent Millaudon 4/20th, and to John Macarty (a minor emancipated by marriage) wife of Chas. B. Lanuse sold to the New Orleans Canal and Banking Company, her undivided 1/2 interest. On January 12, 1832 Mrs. Eleonore Myrtle Macarty, wife of Chas. B. Lanuse now of age ratified and confirmed the above mentioned sales to the New Orleans Canal and Banking Co.

Thus in 1832 the owners of what was formerly Macarty plantation were:

New Orleans Canal and Banking Co.	10/20ths
Samuel Kohn	5/20ths
Laurent Millaudon	4/20ths
John Slidell	1/20th

Planning the Village of Carrollton

In the year 1833 the foregoing co-owners employed Charles F. Zimpel, a surveyor and engineer, to draw a plan dividing the land into squares and streets. The plan provided for squares, the majority of which were six hundred and fifty feet depth and width, with two lots to each square, 325′ front by depth of 650′.

According to the plan, what is now S. Carrollton Avenue, was Canal Avenue. The parallel streets were named after the presidents of the United States up to that time, and other men prominent in the national capitol. The first street below Canal Avenue was named Washington, in honor of our first

President. This is now Fern Street. Next below, Adams was named in honor of John and Quincy Adams, our second and sixth Presidents. Next in order was Lower Line, or the lower boundary of the Village.

The first street above Canal Avenue was Madison, now Dante for James Madison. Next above was Jefferson, now Joliet for Thomas Jefferson; then Monroe, as it is today, for our fifth President, James Monroe. Next above was Jackson, now General Ogden, for Andrew Jackson our seventh President.

Having exhausted the names of the Presidents up to that time, the most outstanding statesmen of the time (1833) were used as a guide for the next three streets above Jackson namely, Hamilton, which still bears that name, after Alexander Hamilton; Clay, now Cherry, after Henry Clay, then Livingston, after Edward Livingston.

The upper boundary of the Village was shown as "Upper Line" which is now Monticello, or the dividing line between the Parishes of Jefferson and Orleans.

A road parallel to the levee existing at that time, bore no name. The second street parallel to the river was Levee Street, and was so described in a street guide as late as 1856—in later years, after the levees along the Mississippi River were moved back this street was generally referred to as Front Street, and is remembered by that name by many of the residents of Carrollton of today.

What is now St. Charles Avenue, was originally "Naiades" as far up as the present Lowerline Street, the lower boundary of Carrollton. From that point up to what was to become the New Orleans and Carrollton Railroad Depot, was First Street.

Other streets parallel to First Street were numbered from Second to Twentieth, and the last street appropriately named Last which it bears to this day.

Subsequent to the annexation of Carrollton to New Orleans, in order to avoid conflict with streets of the latter city, the numbered streets were changed to the name of trees, with the exception of Tenth Street, which was changed to Mobile and later to S. Claiborne Avenue, as it is today. Second Street was changed to Maple, Third to Elm (now Freret). Third Street was known as such as late as 1894 when my father built his home there, where the writer was born in 1895, and where my parents lived until their death. Fourth Street was changed to Oak, Fifth to Poplar, (now Willow) Sixth to Birch, Seventh to Hickory, Eighth to Spruce, Ninth to Sycamore. Eleventh to Apple, Twelfth to Apricot, Thirteenth to Fig, Fourteenth to Oleander, Fifteenth to Olive, Sixteenth to Palm, Seventeenth to Palmetto, also known as Washington Ave., Eighteenth to Peach, Nineteenth to Pear, and Twentieth to Quince."

An amusing incident is recorded by one of our older residents in connection with the changing of the names of streets—one of the residents, who was sitting on the steps of a beer parlor, having imbibed too freely of that liquid refreshment and apparently in some difficulty, when asked if he needed assistance in getting home remarked that they had changed the names of the streets so much that he did not know how to get home.

The planners of the village were farsighted enough to designate some of the land to public use, anticipating the future growth of the village. The plan provided for three "squares" "Green Square", the boundary of which is now Leonidas, Birch, Green and Joliet. Walter C. Flower Public School is now located in this square. "Frederick Square", the boundary of which is now Hamilton, Laurel Grove, Olive and Edinburgh. "Hamilton Square" which is now designated as "Palmer Park, bounded by S. Carrollton Avenue, S. Claiborne Avenue, Dublin and Sycamore Streets.

Sub-Dividing the Original Squares

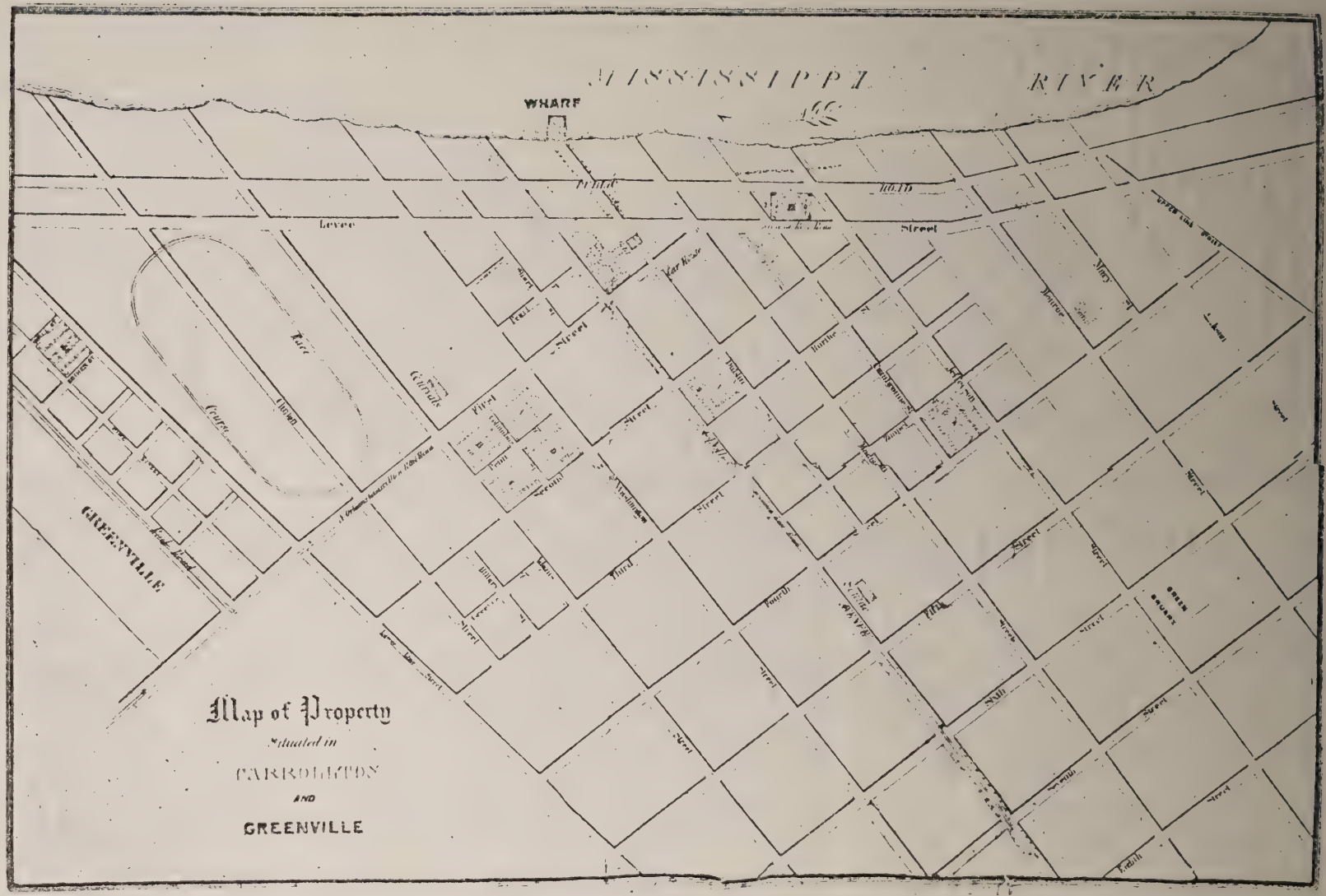
The uniformity of the present streets and squares of Carrollton can be traced back to an Ordinance Adopted September 1, 1854, which provided "That all streets hereafter laid out by property holders in Carrollton, sub-dividing the original double squares, shall be not less than fifty feet wide, and shall equally divide said original squares."

This same Ordinance provided for the naming of several of the intermediate streets, which are familiar today. General Scott, Millaudon, Hillary, Burdette, Short, Dublin, Cambronne, Leonidas, Mary, Holly-Grove, Laurel-Grove, Live-Oak, Highland, Blackberry and Philip were the names established for the streets running from the river to the rear corporation line, "intermediate between the streets projected on the original plan".

The names Hampson, Burthe, Zimple, Plum, Jeanette, Green, Cohn, Cypress, Napoleon Avenue, Nelson, Belfast, Pritchard, Collappissa, Forshey, Edinburgh, Strelitz, Dixon, Marks and Heaton, were established as the names of the cross streets, from First street to the rear corporation line. The names Pearl, Commercial, Macarty, De Armas, Ann, Esther, Wall and Oliver, were established as the names of the cross streets lying between First Street and Levee Street.

Naming the Village

According to Wm. H. Williams, the name Carrollton was applied to the village as the result of a commander named Carroll having encamped in the year 1814 on the lower part of the tract, which was to become Carrollton twenty years later. Carroll, says Mr. Williams, commanded a portion of the Army of General Andrew Jackson, enroute from



Map showing portion of Carrollton, La., probably before its incorporation as a Town in 1845, showing the Eclipse Race Course, part of original squares subdivided into four squares, car house of New Orleans & Carrollton Railroad, Carrollton Hotel and gardens with tree-lined road leading to Steamboat Wharf at foot of Dublin Street. Walter C. Flower Public School is now located in the square shown as Green Square on the map.

—Courtesy of Tulane University

Kentucky to New Orleans. "Little is known of this beyond the mere fact", said Mr. Williams.

From information obtained from the Post Office Department in Washington, D. C., as to the names of the Towns which bore the name "Carrollton", and which, through correspondence with citizens of those Towns, the writer learns were named in honor of Charles Carroll of Carrollton, Maryland, he is of the opnion that Carrollton, La., was likewise named.

This belief is strengthened by the fact that Charles Carroll, the last survivor of the signers of the Declaration of Independence, who added to his signature "Of Carrollton" on that document, had died in 1832, the year previous to the employment of Zimpel to make a plan of Carrollton, and therefore his memory was fresh in the minds of the nation, and the further fact that in the naming of the streets of Carrollton, La., the names of the first Presidents up to that time were used, along with the names of other men prominent in the early history of our country.

First Sales of Carrollton Lots

The first lots sold in "Carrollton" after the Macarty Plantation had been divided into lots and squares according to the plan of Mr. Zimpel, was made by public auction from the New Exchange Coffee House in New Orleans. The auction was conducted by Isaac S. McCoy, a licensed auctioneer, on May 1, 1833.

A few of the first sales of Carrollton lots were:

Lots No. 50 and 51 bounded by Madison, Fourth, Fifth and Canal Avenue, now Dante, Oak, Willow and Carrollton Avenue, measuring 650′ on Madison and Canal, and 700′ on Fourth and Fifth, sold for $1500.00. These two lots, which are now four squares, were again sold on October 2, 1833, or five months after the original sale, for $2,000.00.

Lots No. 165 and No. 166, bounded by Jackson, Monroe, Eleventh and Twelfth, now General Ogden, Monroe, Apple and Apricot, measuring 650′ on each of the four streets, sold for $129.00 Cash, "after deducting discount allowed by the terms of sale by Auction.

Lots No. 40 and No. 41 bounded by Madison, Canal Ave., Third and Fourth, now Dante, Carrollton, Freret and Oak, measuring 650′ on Madison and Canal, and 700′ on Third and Fourth were sold for $1800.00.

Several of the lots were purchased by three of the original owners, Samuel Kohn, Laurent Millaudon and John Slidell, paying part cash and part being deducted from the sale price as their one undivided half interest in the property.

New and Old World At This Time

During the time that Carrollton lots were first being sold in 1833, let us review some of the news and events of that time in the new and old world. In New Orleans, Denis Prieur was Mayor . . . the building at 100 Royal Street, corner of Canal Street, was the first structure in New Orleans to be built of Massachusetts granite . . . John Slidell's home at 312 Royal Street had been built about 1828 . . . A. B. Roman was Governor of the State of Louisiana . . . the first session of the Louisiana Legislature began and was held in the City of New Orleans, January 18, 1833.

Andrew Jackson was President of the United States . . . John C. Calhoun, Vice-President under Jackson had resigned to become a Senator from S. Carolina, being the only United States Vice-President ever to resign . . . the Baltimore and Ohio Railroad had commenced operation of the first steam locomotive in America in 1830 . . . McCormick invented the first grain reaper in 1831 . . . Act for renewal of the National Bank was vetoed by President Jackson and government deposits were removed (1833).

Texas was then a part of Mexico, having seceded in 1835 to establish an Independent State. Twenty-four states were added to the United States subsequent to the founding of Carrollton, Arkansas, 1836. Michigan, 1837. Florida, 1845. Texas, 1845. Iowa, 1846. Wisconsin, 1848. California, 1850. Minnesota, 1858. Oregon, 1859. Kansas, 1861. West Vir-

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ginia, 1863. Nevada, 1864. Nebraska, 1867. Colorado, 1876. S. Dkaota, 1889. Washington, 1889. N. Dakota, 1889. Montana, 1889.

Wyoming, 1890. Idaho, 1890. Utah, 1896. Oklahoma, 1907. New Mexico, 1912, Arizona, 1912.

In Great Britain, William VI was King. (1830-1837). During his reign political power was transferred to the middle classes. Other legislation abolished slavery, and labor conditions were reformed. Manchester and Liverpool railroad first began operations in 1830.

In France, Louis Philippe, known as "Citizen King" having been in office since 1830, after Charles X abdicated following the Revolution in that year when he endeavored arbitrarily to change the laws and deprive the people of the freedom of the press.

In Sweden, Chas. John XIV (1818-1844) reigned as King.

In Germany, the German Customs Union known as Zollverein was formed. Russia, 1830-32 Revolution in Poland failed; Poland made a Russian Province. Turkey and the Balkans, 1833-62 Otto I (House of Bavaria) King of Greece. Belgium, Leopold I (1833-65), Independent Monarchy established.

First Settlers

Samuel Short is credited with having built the first home in Carrollton. This is substantiated by the minutes of the first meeting of the Town of Carrollton in April 1845, which stated that the meeting was held at Mr. Short's home, which was the first building in Carrollton.

Porter Residence, Levee Street—site now covered by Levee

Short's home was in the section below the present S. Carrollton Avenue and St. Charles Avenue, between the latter and the river. Our present Short Street traces its name to him.

Charles Huso, another early settler, is said to have been a co-owner of the land in that section with Samuel Short, after whom Huso Street is named.

There is no authentic record available as to the time other early settlers arrived in Carrollton, however, up to the year 1841, the following are some who were there, according to Wm. H. Williams:

J. McIntyre, William Jones, Pierre Soniat, a Mr. Stringer, who is said to have built the first brick house on the square bounded by St. Charles and Pearl, Burdette and Adams Streets, as the square is now known.

George J. Porter, Frederick A. Raslar, Mrs. Mary U. Schuler, Christian Winter, who is said to have had the first dry goods and clothing store, Solomon Kohn, Francis Babin, Francis C. Zeller, Levi A. Heaton, Frederick Kern, Henry Jurgens, Gabriel Spahr, Christian Deibel, Herman Thieler, George Willis, Trubert Boesch, Henry Deibel, Simon Oesterly, Frederick Brown, Jacob Clausen, Gottlieb Bubeck, Mrs. Elizabeth Auguste, Enoch B. Robinson, Samuel Pursell, Frederich Fischer, Jacob Koesch. Christopher Kerner, Henry Gogreve, William Mayo, Wenderline Herrle and John Coleman.

During this period a Railroad had been constructed connecting Carrollton with New Orleans, and a station with incidental buildings had been erected in Carrollton. A hotel building was also

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erected adjacent to the Railroad station. These two projects play such an important part in the early development of Carrollton that they will be treated in a separate chapter.

Carrollton Becomes A Town

When Carrollton was set apart as what might be termed a Village, it was under the jurisdiction of the authorities of the Parish of Jefferson, of which Parish it was a part, however, in the early part of 1845 a spirit of independence arose, to satisfy which a bill was presented to the Louisiana Legislature, resulting in the passage of Act 91 of that year, known as an Act of Incorporation of Carrollton. The Act was approved on March 10, 1845. It was printed in both English and French.

At the time of approval of the Act, it was signed by A. Boudousquie, Speaker of the House of Representatives, Felix Garcia, President of the Senate, and A. Mouton, Governor of the State. The Town of Lafayette, now the Fourth Municipal District of New Orleans, was then the Parish Seat of Jefferson Parish, and E. Montegut was Mayor of the City of New Orleans. John Tyler (Whig) was President of the United States.

The Incorporation Act contained 21 Sections, the first of which defined the boundaries as follows:

"Mississippi River on lower line of town of Carrollton in the Parish of Jefferson, and following said line extended to the margin of the shell road of the New Orleans Canal & Banking Co. thence running along side westerly to the Mississippi not exceeding the limits assigned to said town as per plan deposited in the office of Felix Grima, Notary Public of New Orleans. Created and made a corporation with the perpetual succession by the name and style of the "Town of Carrollton".

The Act provided for the election of a Mayor and Six Councilmen to administer the affairs of the Town, elections to be held the first Monday in April of each year between the hours of 10:00 A. M. and 4 P. M. by qualified voters within the limits of the town.

Within five days after the election of the Mayor and Council the Act provided that a meeting be called, the Mayor and four members constituting a quorum, and a Secretary be appointed to keep record of all proceedings.

In order to be a candidate for Mayor or Councilman a citizen had to be a legally qualified voter 25 years of age, and in order to vote for either of these officers a voter had to be qualified to vote for members of the state Legislature, and to have resided in the Town of Carrollton twelve months prior to the election.

The Powers of the Police Jury of the Parish of Jefferson ceased insofar as Carrollton was concerned, with the approval of the Act of Incorporation, and such powers were transferred to the Mayor and the Council of the Town of Carrollton.

The Act further provided for authority of the Mayor and Council to "lay and collect a yearly tax upon the property buildings, slaves and professions, and also upon all taverns, grog shops, retailing stores, and all public houses; and also upon all public drays, carts, and wagons" and any other taxes necessary "observing however equality in the assessment and collection thereof."

The Mayor and Council had power to "removal of all buildings or obstruction on the levees or public roads". Power to alter Levee, etc. to charge wharfage upon all crafts and rafts landing and remaining more than one day.

The Common or primary schools were to be managed by a board of five administrators to be annually chosen by the Mayor and Commissioners to serve for one year, the Mayor to be President of the Board of Administration.

An interesting provision was contained in the Act with reference to school taxes. When the Town collected not over $400 and not less than $200 for Common Schools, the Governor of the State authorized the State Treasurer to pay double the amount of the assessment to the Town.

Although no provision was made for salary of

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the Mayor as such, or his Councilmen, the Mayor as Justice of the Peace within the Town was to receive such compensation for his services as the "commission shall determine."

The Mayor and Council was authorized to elect a Surveyor whose certificate of surveys "shall be admitted as evidence on same footings as Parish Surveyors".

Carrollton appeared to be in the national spotlight, politically, even before its incorporation judging from news item of that period. An article in the "Southern Traveler" of June 21, 1844, read:

"Mass Meeting At Carrollton"

A large and respectable assemblage, without distinction of party, assembled at Carrollton, on Wednesday Eveninig last, at Mr. Benoit's Hotel, Carrollton . . . "

In the same paper of October 15, 1844, there appears a description of a political demonstration indicating the interest manifested in politics by the early inhabitants of this little town:

Meeting at Carrollton on Saturday evening last. No sooner was it understood that our Democratic friends in Carrollton, desired to meet the Democracy of other portions of the Parish en masse, than arrangements were made to charter a Steamboat for the conveyance of the Lafayette Regiment . . . The boat deeply laden with the Lafayette and Gretna Democracy, landed at the Carrollton Levee, amid the firing of cannons and the loud and enthusiastic shouts of the multitude which literally covered the shore. The city was perfectly illuminated by the splendid fire works which was prepared for the occasion, and every heart beat high for the great cause in which we were engaged. The march to the place of meeting, from the Levee, was indescribably gorgeous, from the brilliancy of the fire works, the splendor of the banners, and the multitude which thronged the streets".

First Election In Carrollton

As provided in the Act of Incorporation, the little Town set about for its first election to select their officers. John Hampson, who was the Chief Engineer of the New Orleans and Carrollton Railroad, and noted for his services in procuring the charter of incorporation, was elected Mayor. He received fifty-three votes. Councilmen elected were:

Dr. R. Bien	53
Francis C. Zeller	49
Jacob Godstine	38
Atwater C. Ives	46
George B. Mason	44
Solomon Kohn	36

The first meeting of the Mayor and Council was at the home of Samuel Short, on April 10, 1845. As mentioned previously, Mr. Short's house was the first built in Carrollton. Having been sworn to office, the Mayor and Council proceeded to business.

The Mayor addressed the Council and Citizens present, briefly tendering his thanks for the honor conferred on him, and expressing himself willing and determined to perform according to the best of his knowledge and abilities all the duties devolving upon him as Mayor. He also set forth the prospects of the council and some of the many duties which would devolve upon them, and after a few remarks as to the best probable course of procedure, took his seat.

Chauncey C. Porter was nominated and unanimously accepted and appointed Secretary Pro tem.

Upon a motion of Dr. R. Bein the following resolutions were unanimously adopted.

Resolved That a committee of three be appointed to draft Rules and Regulations for the government of the Council with instructions to report as early a day as possible. Messrs. Bein, Cohn and Zeller were appointed to this committee by Mayor Hampson.

Chauncey C. Porter was elected Comptroller, James Gilbert, Treasurer, Levi A. Heaton, Surveyor, Benj. F. Blake, Commisary of Streets, or street commissioner. James Gilbert had been appointed Postmaster of Carrollton October 31, 1844, before the incorporation of the Town.

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Among the many ordinances passed during the administration of Mayor Hampson, were one providing for licenses for the transaction of business, others for establishing a ferry to ply between Carrollton and the opposite side of the Mississippi River, hawkers or peddlers, election of a printer, etc.

As early as February 1846 the advantages of improving Canal Avenue (now S. Carrollton Avenue) was recognized, for at that time a committee recommended a shell road, to connect with Common Street of New Orleans (now Tulane Avenue).

Timoleon Lesassier, Sr.
Second Mayor

In the election of April 1, 1846, Timoleon Lesassier, Sr., was elected Mayor, receiving forty-three votes out of seventy-three polled. Councilmen elected with him were Berthier N. Fortier, F. Charles Zeller, Aaron Eastman, Francis Schuler, John Hampson and Frederick Brown.

It was during Lesassier's administration that the Town of Lafayette, now the Fourth Municipal District of New Orleans, La., was established as the Seat of Justice of Jefferson Parish. Jefferson Parish at that time extended as far as Felicity Street, and included the Town of Carrollton as well as Lafayette.

Act No. 126 of 1846, establishing Lafayette as the Parish Seat, also provided for the erection of a Parish Court House and Jail in Lafayette in which building the District Court of the Parish of Jefferson was required to hold its sessions. Upon annexation of Lafayette to the City of New Orleans in 1852 Carrollton was selected as the Parish Seat of Justice.

This Act further provided for a joint committee of two members, one of whom would be from the City Council of Carrollton, to regulate all matters coming within or growing out of the aforementioned subject.

Mayor Lesassier, as his name indicates, a representative of the French element of the town, held office less than six months. At a meeting of September 9, 1846 his death was reported.

In a special election to fill the unexpired term of Mayor Lesassier, a most unusual situation developed. At a meeting of September 21, 1846, at the home of Charles Benoit, who was then operating the Carrollton Hotel, it was announced that James Bailey received twenty-five votes out of forty-four polled. Mayor elect Bailey wrote to the Council that he had been elected without his solicitation and tendered his resignation. Another election was called for October 6, 1846 at which Henry Mithoff, the first representative of the German element, was elected with thirty-three votes. Mithoff was re-elected in April, 1847 and again in April, 1848.

In the year 1847, Act 13 of the Louisiana Legis-

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ture provided for Elections for Representatives in the General Assembly, and provided for a poll in Carrollton for the election precinct covering "that portion of the Parish from lower line, of the town of Greenville, and upper limit of the Parish".

During Mayor Mithoff's administration, the ground which now forms Carrollton Cemetery was purchased, he having been authorized to purchase the property from Laurent Millaudon at a meeting on February 17, 1847 "provided the cost did not exceed $800.00." A committee which had been appointed to look into the matter of purchasing a site for the cemetery was offered the square adjoining the present Cemetery, known as Square No. 75 at that time, but recommended Square No. 74 as being more suitable for the purpose.

Cemetery

An Ordinance establishing the Carrollton Cemetery was adopted June 28, 1848. Article 1 of the Ordinance read:

"Be it Ordained, That all square No. 74, lately bought from Mr. L. Millaudon by the corporation, is hereby established as the Carrollton Cemetery.

The Ordinance also provided the size of the graves, and price of interment for "free grown persons . . . for slaves . . . and for children under twelve years . . . "

Proposed Shell Road on Canal Avenue

It was during Mithoff's administration that an attempt was made to construct a shell road on Canal Avenue, from the New Basin Canal to the Mississippi River through the passing of an Act known as No. 218, by the Louisiana Legislature of 1847, approved May 1st of that year, during the administration of Governor Isaac Johnson.

The Act read: "Granting to Solomon Cohn and others the privilege of making and establishing a turnpike road, leading from the Canal of the New Orleans Canal and Banking Company to the Mississippi River in the Parish of Jefferson."

The road was to have been at least 25 feet wide covered with shells, and so causewayed, bridged, ditched or otherwise made, to meet the approval of a commission which the Act also provided for.

The charge or toll for using the road was to be regulated by the above mentioned Act. Charges ranged from 5c each way for each vehicle or horse, to 20c by Act 89 of 1848 which provided for the increase for each heavy load, such as brick, lumber and wood. Persons going to or returning from any military duty, or elections of all kinds, or attending court of justice as a juror or as a witness, etc. were exempt from toll.

The road was to have been commenced within six months and terminated within eight months after passage of the Act. The proposed builders of the road ran into difficulties, and Act 89 of 1848 amended the time for completion to twenty-four months, from September 1, 1847, instead of the original eight months, from Passage of the Act.

In January 1848 Solomon Cohn alleged that through endeavor to promote the prosperity of the town in construction of the shell road on Avenue, he became financially involved, and a committee to investigate the matter further recommended that the city complete the road.

Justice of the Peace—Carrollton

During Mithoff's administration, Act No. 111 of 1847 was approved providing that Justices of the Peace of the Town of Carrollton "shall have jurisdiction over all cases of violations or ordinances of respective corporations without reference to domicile of defendents, in any suit brought in consequence of such violations, providing amount at issue be within jurisdiction of such justices."

Canal Avenue

In March of 1848 plans were made for requiring that banquetts on each side of Canal Avenue be 12 feet wide, with a roadway on each side 33 feet leaving sixty feet in the center to be called "Promenade."

During this administration permission was given to constructor of Louisville Nashville and New Orleans Telegraph Company to erect the first telegraph poles in the streets of the town. Permission

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IN CARROLLTON 36 YEARS

was also given to a representative of New Orleans and Ohio line of Magnetic Telegraph Company.

John Hampson, Mayor

Carrollton's first Mayor, John Hampson, was again elected Mayor in April 1849, and reelected one year later in April 1850.

During Mayor Hampson's administration a brick jail and frame watch house was erected. The town Treasurer's report ending May 15, 1851, indicated payment of $4.75 to S. Spahr for Boarding of Prisoners to April 30th.

At the same meeting at which provision was made for erection of the jail, the council advertised for bids to index and digest the ordinances of the town and publish them in pamphlet form. Whether or not this was done is not know, however, such a pamphlet was compiled and printed in 1862.

During Mayor Hampson's administration Carrollton's first volunteer Fire Company was organized. In view of the importance of these early fire fighting units, they will be treated in a separate Chapter.

During this administration, the neighboring Town of Jefferson City was Incorporated, by Act 93 of 1850. The lower boundary of this city, adjoined the City of Lafayette, now the fourth municipal district of New Orleans. Its upper boundary followed Pine Street "or the continuation of Pine Street thence along said Pine Street or its prolongation to the Canal of the New Orleans Canal and Banking Company, thence along canal to point of intersection with the upper line or the prolongation of the upper line of Rickerville, thence along said upper line of Rickerville to the river."

Henry Mithoff Again Mayor

In 1851 Henry Mithoff was elected as Mayor for a second term. Serving on the Council with Mithoff during this term were F. Schuler, Edward Meegel, Neil Cochran, James Walker, Francois Brunk and Charles Zeller.

At a meeting of the Council in April 23, 1851, L. A. Heaton was elected Surveyor, C. C. Porter Principal Assessor, J. Heaton and Rufus Kollman were elected Assistant Assessors.

At this same meeting the Mayor was authorized to insure all the buildings of the Corporation, to-wit: "The Council Chamber for $1500; and the Jail House and Market for $1200."

The assessment of property in Carrollton during this administration was $809,895. The rate of taxation was 1%.

Newspaper Comments During Mithoff's Administration

Commenting on the election results of 1851, P. Souliar Publisher of the Carrollton Star, wrote:

> "Having to enjoy a share of responsibility through the city printing, we will aim by our paper to advocate and defend every interest of Carrollton and its citizens."

"In another column will be found a mass meeting of the Whigs of the Parish of Jefferson, which will take place at the Carrollton Hotel, Monday April 14th,—for the purpose of selecting delegates to the convention at Donaldsonville. The Whigs generally are invited to attend."

During this administration provision was made for a pound for stray cattle, as shown by the following official advertisement in the "Star" of May 30th of 1851:

> Council Chamber—Town of Carrollton Proposals will be received at this office for the renting of a suitable place in this town for a Pound for stray cattle, until 5 p.m. June 11th.

Apparently a "Suitable place" was located, which necessitated the election of a Pound Keeper, resulting in the election of J. Heaton, as Carrollton's first Pound Keeper, on July 13, 1851.

Editorial—November 22, 1851.

The following editorial apeared in the Carrollton Star on November 22, 1851, giving an idea of the thought of the times:

"It is an indisputable fact that our little town notwithstanding the general depression in business, and the little care taken by public bodies to adorn

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her interest, has during the past year shown some decided symptons of improvement.

The population has been somewhat increased, building has made some advance—the streets have been little extended and in general we have not been led to absolute despair by the threatening aspect of times.

It is, however, believed that a better day is in store for us. There can be no doubt that in addition to the road now extended to the city and opened towards the lake, that more enlarged enterprizes will soon be commenced and in which we shall experience direct benefits.

The road to Jackson and thence round to Cairo and the Lakes will be soon commenced, and is destined to be completed. Whether this road crosses the Lake Pontchartrain to the city we shall have direct communication with the line and perhaps will present the only point where it will absolutely strike the Mississippi River.

This fact cannot fail to give some importance to Carrollton. It must in the future increase its business and give it thrift. Those who hold property here have therefore cause of encouragement of all our local institutions. We have hitherto shown too much neglect in public matters. We have let affairs manage themselves. We have taken no interest in our Schools—neglected the attention to the improvement of our streets—and neglected to abate nuisances.

It is time we aroused ourselves to our own interests, and take care of all our public concerns."

An indication of the large German population of the Town is shown from the following notice in the Star of May 10, 1851:

> We would call the attention of our German population to the proceedings of the Council in the German language, in another column.

During the course of this administration a plan was adopted for construction of a new court house to cost about $2500. Use of the S. W. corner of square fronting 150 feet on Canal Avenue by 170 feet on Hampson Street was recommended.

Street Signs Erected

Evidence that names of streets were indicated on sign boards is shown by a Notice in the Star of July 26, 1851 to the effect that the Mayor and Council would:

> "Receive proposals for 100 sign Boards 5 inches by 18 inches with the names of the streets thereon."

Electricity Lecture

That Electricity was in the minds of the people of that time is shown in a petition from I. W. Ball to be allowed to give an experimental "Lecture on the Science of Electricity, free of License".

Mithoff Again Mayor

In the year 1852 Henry Mithoff was reelected Mayor, carrying over with him two of his former councilmen—D. G. Walker and Edward Meegel. Four new members were elected—J. Hampson, John Sullivan, Benjamin Mason and Henry Gogreve, who replaced Francis Shuler, Francois Brunk, Neil Cochran and Chas. F. Zeller.

Agitation for Plank Road

In Mithoff's preceding term of office, some of the residents of the town were in favor of a better road on Canal Avenue than the shell road then existing which was in need of repair. In a communication to the council on August 9, 1851 objection was raised to "filling shell road with river sand." The letter further stated "Let us see the Bridge across the Canal at junction of Common Street (now Tulane Avenue) and Shell Road."

Many citizens were in favor of undertaking the construction of a plank road, but Mayor Mithoff preferred to keep out of debt and repaired the existing road with river sand.

At a council meeting of May 28, 1851, a petition was read from forty-eight citizens and property owners for a plank road on Canal Avenue. This was referred to a committee on streets and landings.

Clamor for a plank road increased, until the

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Snowfall in Carrollton Ave., Feb. 15, 1895
—Courtesy C. Milo Williams

council was forced to act. At a meeting of August 4, 1852, they decided that:

Plank Road

Whereas, The town of Carrollton requires for its development, and for the convenience of the mass of its citizens easy and free access to the city of New Orleans; and whereas there is not at present any other than the river road (and that being thrice the true distance to the city) on which carriages or wagons can pass during any considerable portion of the year, with ease or safety; and whereas plank roads have been fully proved by experience, to be cheaper and better than any other kind of paved road, and would be better adapted to our soil and the wants of our citizens, than any other; and if made on Canal Avenue to the Canal, would secure the construction of a bridge across the Canal to Common Street, and thus place us within 5 miles of the heart of the city; and whereas if such improvement were made, it is confidently believed that it would be attended with an early and considerable increase of our business and population; therefore, Resolved—That the Surveyor be and is hereby directed to advertise 30 days in one paper in the 1st and one in the Fourth District of New Orleans and in the official journal of this town, for proposals to build a plank road on Canal Avenue, from Levee Street to the Shell road at the Canal, the road to have the following descriptions and dimensions: 8 foot wide of plank 3 inches thick, and from 4 to 8 inches wide, laid crosswise, supported by four stringers or sleepers of 3 inches thickness and six inches wide—2 of said sleepers to be near each side of the road, say the outer edges of the outside sleepers, 4 inches of the ends of the cross planks; and the others to be laid one foot from each of the outside sleepers over towards the center of the road, said sleepers to be laid with the joints alternately, or so as to break joints and be well rammed down, and conform to the grade to be given by the Surveyor. Whole work to be completed in 3 months from date of contract.

On September 30, 1852, Colonel L. A. Kirk was awarded the contract to make the plank road. He furnished the required bond but did not commence construction of the road before November. Before the end of the month, Colonel Kirk petitioned the council to transfer his contract to build the plank road to Williamson Smith.

The Floating Causeway on Canal Avenue

The Editor of the Star of July 30, 1853 did not think very much of the Plank Road, judging from what he had to say in article of that date:

> The consequences of the ill-fated method pursued in building the Plank Road on Canal Avenue, are beginning to develop themselves beautifully under the tempestous test of the recent protracted spell of wet weather. Every one is familiar with that mad method and remembers how loudly it was reprobated at the time by all but infatuated directors who had charge of its construction and how certainly and evidently its tendencies and results were generally understood and predicted. The road was built in direct contrariety and contempt of every principle of reason and common sense, by digging a deep trench, throwing out the hard

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solid surface compact with shells and long use and exposure, upon which it should evidently have been laid, on either side into lateral tumuli or ridges, and then laying in the chasm between these over-topping ramparts a narrow ten pin alley or miserable, sobby, slushly subsoil of the swamp thus industriously excavated and brought to light. A part of the dirt was then drawn back upon it to assist the process of decay, already and originally far gone in the cheap lumber selected for its construction.

Apparently the views of the Editor of the Star was not shared by the majority of the inhabitants of the little town of Carrollton of that day, for at the end of the term of office of the then Mayor, Henry Mithoff, during whose administration the Plank Road was constructed, upon petition of a group of prominent citizens, as a reward for his services as Mayor, agreed to give him two or more lots in the town cemetery.

Edward Meegel, Mayor

By the close vote of 80 to 75, Edward Meegel, defeated C. C. Porter for Mayor in the election of April 1853. Councilmen elected to serve with Mayor Meegel, were F. Fischer, F. Schuler, Frederick Kern, Sam R. Walker, J. L. Donnellan and P. Stoulig. Election was held in the Carrollton Hotel.

During Meegel's administration Paul O. Hebert was elected Governor of Louisiana (1853-56).

This administration was active in levee work, and the importance of levees to Carrollton justifies a separate Chapter.

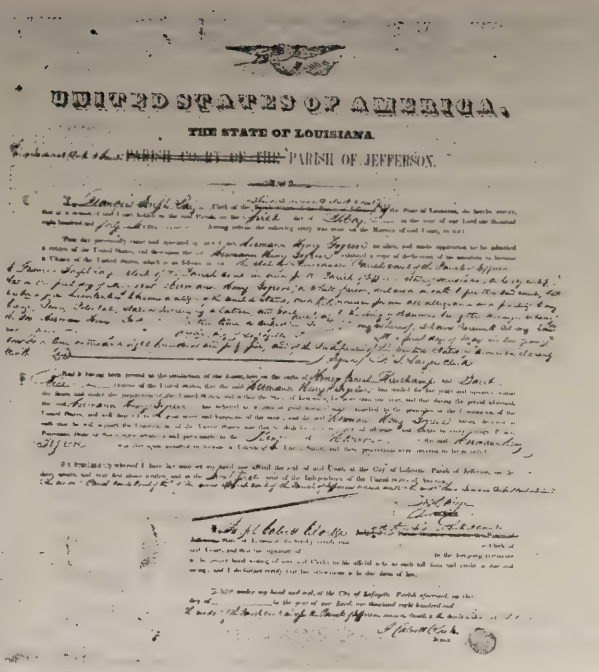
Carrollton Becomes Parish Seat of Justice

The Town of Lafayette having been absorbed by the City of New Orleans, as the Fourth Municipal District, on February 23, 1852, it became necessary that another Parish Seat be selected.

Act No. 103 of 1853, provided that twenty days prior to the first Monday of May, 1853 the sheriff of Jefferson Parish was to issue a proclamation and give due notice to the public of each election place, warning that on the first Monday of May 1853 they would elect where the parish Seat of Justice shall be permanently located and selecting between three points—the City of Jefferson, towns of Carrollton and Gretna.

Due to a flaw in this Act—it was impossible for the sheriff of the Parish to give notice as provided by the Act. It was promulgated April 26, 1853 and called for twenty days notice of proclammation prior to first Monday of May, 1853. An Amending Act No. 346 provided for the sheriff to issue proclamation, giving at least twenty days notice that the election would take place.

In the election that followed Carrollton was selected. This necessitated the erection of a parish


UNITED STATES OF AMERICA.

THE STATE OF LOUISIANA

PARISH OF JEFFERSON.

Naturalization paper of H. H. Gogreve—Mayor of Carrollton.

courthouse and jail, appropriations for which were made, and a square of ground located on Canal Avenue was bought of a Mr. C. C. Duncan for $7,000.

Crozier and Wing, Contractors, were awarded the building contract for $59,000. The Court House committee, composed of E. B. Robinson and L. V. La Barre, reported on October 6, 1855 that the new Court House was completed.

The Star of December 12, 1855, carried the following announcement:

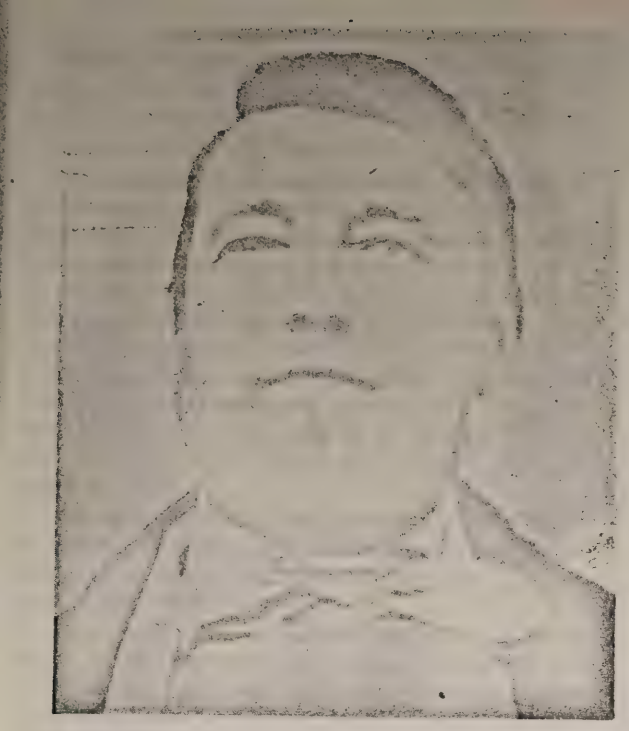
> "We are happy to inform our readers and the people of our flourishing parish in general that the new Court House is completed, and the officers have taken possession thereof."

The building was turned over to the school board of New Orleans in 1889 and converted into a school which is now McDonogh School No. 23.

Edward Meegel, Reelected 1854

Edward Meegel was reelected Mayor in 1854. During this administration Act No. 247 of the Louisiana Legislature approved amending the Charter of the Town of Carrollton, amending the powers of assessors to be the same as those of the State. Section 3 provided that the Mayor and councilmen take Oath to faithfully perform duties before entering upon duties of office.

The amendment further provided that the Mayor should preside at all deliberations of the Council, but have a casting vote only, except at the election for officers and when council votes by ballot, that the mayor shall be ex-officio Recorder of Town and com-



Herman Henry Gogreve, Mayor of Carrollton, La., April 1856-57. Appointed Postmaster March 16, 1854.

missioned by Governor a Justice of the Peace within the Town.

Dr. J. L. Donellan, Mayor

In announcing the Annual Election of April 2, 1855, in which there were three candidates for Mayor, the Editor of the Carrollton Star said:

> This is a free fight and every patriotic citizen of the town who has a thimble full of brains, and the welfare of the Corporation at heart, should take an active part in the approaching contest and strain every nerve to secure a good and efficient set of Councilmen.

The Candidates for Mayor were S. Purcell, J. L. Donnellan and F. Brunk.

In the election, Dr. J. L. Donnellan was elected by a majority of seven votes over F. Schuler, in an election that the Star referred to as:

Peaceful but great deal of excitement.

Four new Councilmen were elected with Dr. Donnellan, W. Colby, F. Brown, F. A. Raslar and J. D. Kamper. These with two reelected members. F. Fischer and E. B. Robinson, formed the council.

It was during Dr. Donellan's administration that the Court House was completed. In connection with a proposal to fence the square on which the Court House was erected, the Star of December 12, 1855, said:

> The contract, we learn, is to have a common picket fence all around the building. We would suggest the idea (if the corporation cannot raise funds for a pailing fence) that they fence the entire square with pickets, except the front thereof, which should by all means have a good decent pailing fence. We learn also that it is the intention of the Committee to have measured off 60 feet of ground on each corner of the square for the purpose of offering it at a future period for sale. If this is done, it will ruin the square and we may then expect some shabby looking buildings placed thereon. The Court House should remain alone on the square with fence and not be exposed for sale.
>
> If these lots are sold at the present time, they will not bring anything worth talking about, and which money will not benefit them a single bit, but will go to the settling of debts, and therefore we would urge that the Joint Committee do let the square remain as it now stands with a good substantial fence.

During this administration, the Jefferson School was built, about which there will be further mention in a separate Chapter.

On June 19, 1855 the Star anounced the burning of the building of their competing paper, the Louisiana Statesmen, which had started in November, 1853.

Hermann Henry Gogreve, Mayor

In the election of April 1856, there was but one ticket out, H. H. Gogreve being elected mayor with 108 votes cast. The council serving with Mayor Gogreve were John D. Kamper, Jacob Godstine, F. Z. Zeller, Henry Jurgens, John Sullivan and F. A. Raslar.

It was during this administration that the Washington School for girls was built, on Washington Street (now Fern) near Burthe Street.

The Town's official printer was also changed during this administration from the Carrollton Star to F. Fischer, which was rather displeasing to the editor of the star, which ceased publication shortly thereafter.

Benjamin Mason, Mayor

In the election of April 1857, Benjamin Mason was elected Maylor, along with W. W. Cochran, G. N. Canon, Wm. Mayor and I. B. Clawson, with E. B. Robinson and John Davenport.

Mayor Mason was reelected the following April, 1858.

During this administration an Ordinance was Adopted requiring the Secretary of the Council to number the pages, and place plain intelligible marginal notes on each page of the journal of the proceedings of the Mayor and Council, which he is "bound to keep according to law."

Carrollton Becomes A City

During Mason's administration Carrollton became a "City" as the result of approval of Act No. 227 of the Louisiana Legislature, entitled "To Incorporate the City of Carrollton."

The Act provided for a Mayor and eight Councilmen, instead of six as before. First election as a City was to be held on the first Monday in April 1859, and all subsequent elections the first Monday in October 1860, and annually thereafter. Prior to this time elections were in April of each year. The Act further provided that in the first election eight councilmen were to be elected, four to serve until October 1, 1861, and every subsequent annual election four Councilmen were to be elected to serve for two years. The Mayor was to serve until October 1, 1860.

At some convenient time previous to the election in October 1860, the eight councilmen were to determine, by lot among themselves, which four "shall retire at the end of the year."

The "City" was authorized to levy and collect taxes or charges of various kinds on business and professional men, and including steamboats, ships, flatboats, rafts and water craft of every description, landing at the levee, batture or wharves in front of the city, also upon carriages, omnibusses, carts, drays, wagons, timber wheels, slaves, etc.

Section 19 of the Act gave the City authority to extend or improve any streets or public place, or to enclose any squares or public places.

A. S. Ferth, Mayor

In the election of 1859, the first to be held subsequent to Carrollton becoming a City, A. S. Ferth was elected Mayor. His term of office was to extend to the first Monday in October, 1860.

An incident which stands out in this administration, without casting any reflection on any of the officers, was the announcement at meeting in July 1860 by the Treasurer, that he had been robbed of $1,571.25.

In the election of October 1860, Mayor Ferth was reelected Mayor, receiving 163 votes out of 171 cast.

During Mayor Ferth's administration a Bell Tower was erected for Hook and Ladder Company No. 1. The tower was erected by J. P. Hecker, Contractor.

Samuel Pursell, Mayor

Of four candidates running for mayor on October 9, 1861, Samuel Pursell was successful. He received 106 votes; Arthur Wise, 62; M. C. Davis, 26; and J. H. Hodge, 5.

This was during the period of the Civil War and its effect on the community were shown in the financial report for the year 1862 which indicated an excess of liabilities of $21,850. Improvements dur-

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ing this period were practically at a standstill. In the period 1862-1863 General G. F. Shepley was military governor of the State of Louisiana. The Union Army had taken possession of Carrollton and a Provost Marshal was placed in charge of it.

An election was held on October 6, 1862, under his supervision, in which Chris Deibel was elected Mayor. He declined the position, and a second election resulted in victory for Pursell.

Frances Charles Zeller, Mayor

Francis Charles Zeller followed Pursell as Mayor, on October 5, 1863, was reelected in 1864 without opposition and elected for the third consecutive time in 1865.

In the first election of Zeller as Mayor, Carrollton was still under military rule, as is shown by the following General Order No. 55, of October 28, 1863:

> All citizens not allowed hereafter to keep fire-arms will turn those in their possession to Capt. F. J. Shunk, Chief Ordinance Officer who will provide a safe store room for them.
>
> Col. E. G. Beckwith,
> Crawford Williams,
> Lieut. and A. A. A. General.

In the election of October 1864, councilmen serving with Mayor Zeller were H. Rohlfling, Frank Prechter, H. Jurgens and J. P. Hecker.

Samuel Pursell, Mayor

In the election of October 1866, Samuel Pursell was elected Mayor with 103 votes. Councilmen elected at this time were A. H. M. Peterson, A. S. Ferth, John Davenport and S. B. McConnico.

Mayor Pursell died in office, November 5, 1867.

Instead of the customary election to fill the unexpired term of Mayor Pursell, the military authorities placed F. C. Zeller as Mayor of the City, in November, 1867.

At a Special Meeting of the Commission Council held November 30, 1867, this news was announced, the Official report reading:

"The council was convened this day at 5 o'clock p.m. at request of F. C. Zeller recently appointed Mayor. Members present, F. C. Zeller, Mayor; George Herrle, John Davenport, H. Jurgens, J. Sax and H. Tebbe."

The military order appointing Mr. Zeller, Mayor and his official oath were read and the secretary invited Mr. Zeller to take the chair . . . "

The official military order read:

Headquarters, Special Order No. 195.
5th Military District,
November 25, 1867.

Mr. F. Z. Zeller is hereby appointed Mayor of the City of Carrollton, Parish of Jefferson, La., Vice S. Pursell, deceased.

By Command of Brevet Major
General J. A. Mower."

This appointment seemed agreeable to the people, judging from an editorial in the Carrollton Times of December 4, 1867, reading:

> General Hancock's first order seems to please everybody, it being so different from what our citizens have been accustomed to of late."

Mayor Zeller was reelected to serve as Mayor in October, 1868.

In a report to the Council Mayor Zeller pointed out the effect in business caused by political events, the limitation of one per cent tax, and cautioned the members about making new debts, particularly for the shell road contemplated in First Street, (now St. Charles Avenue.)

A committee composed of S. B. McConnico, H. Tebbe, A. H. M. Petersen, took issue with Mayor Zeller, stating that "the city's debts are less than any other Town of its size and population in this country, that the municipal tax is lighter and the amount of assessment of Real Estate below the actual value of property by Thousands of Dollars, with probably the exception of a few properties somewhat over assessed in 1867, when all Real Estate was at high prices."

The committee further mentioned that New Orleans and Jefferson City were then constantly improving their streets, "thereby inducing people to

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purchase and locate in such improved streets, rendering the property doubly valuable and increasing the Revenue to some extent . . . "

"Proceed with improvements with all requisite and proper Economy and obtain as many avenues to our city as possible, and Carrollton must and will prosper in a short time . . . and the consequent advance in the prices of Property."

Theodore Meeks, Mayor

Mayor F. Z. Zeller died in office September 26, 1869. In the election of October 1869, Theodore Meeks was elected Mayor, by a vote of 251. Councilmen serving with him were J. Rolling, B. N. Fortier, H. Tebbe, O. V. Wagner, Geo. Herrle, G. P. Bowers, J. C. Kolman and Wm. Mayo.

A news item in the Carrollton Times of October 9, 1869, throws some light on the thoughts of the Editor of the paper as to the rear portion of the City of Carrollton, and the extent of the populated portion. In those early years, all activities centered around the vicinity of the river front, Adam Falkeinstein's grocery on Fourth Street (now Oak Street) corner of Monroe, being the farthest store away from the Levee.

Dairies were as close to the river as Cambronne and Sixth (now Birch Street) and Levee and Hillary.

Said the Editor of the Carrollton Times:

"Our friend J. Rolling, of crawfish town paid us a visit since he has been inducted into office, and it is no wonder that he competed with our Hon. Mayor, at the election of Monday last, as he is a gentleman . . . we hope that our rear portion of the city will improve under his administration as it needs it very much."

A Directory of 1868 lists Joseph Rolling, Dairy, Washington corner Fifth (now Fern, corner Willow).

Commenting further on Councilman Rolling, the item continued:

"Represents that part of our city, situated in the rear of Fourth Street never before represented in our council. Mr. Rolling carries on an extensive dairy; his election sent a thrill of joy and pride throughout the whole of Gasconia . . . and on all proper occasions, we may expect him to shout Shells in our ears."

This last sentence refers probably to shells for Canal Avenue (now Carrollton Avenue).

At the first council meeting over which Mayor Meeks presided, a letter from Jean Jacques Roman, Attorney of Carrollton, was read regarding the Board of Metropolitan Police assuming jurisdiction over the City of Carrollton. He wrote:

"The Supreme Court, in the case of the Mayor and Council of the City of Carrollton against the

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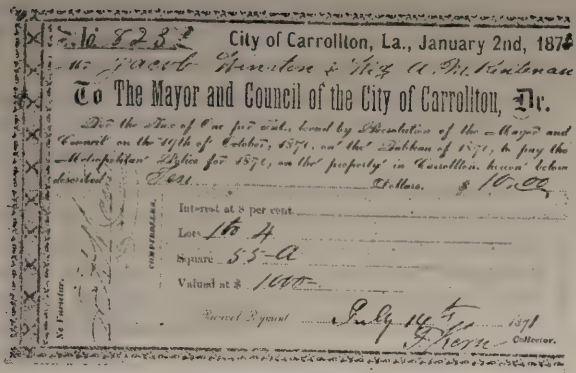

No 8233 City of Carrollton, La., January 2nd, 1870

Mr. Jacob Hamilton & Wife & Dr. Hallman

To The Mayor and Council of the City of Carrollton, Dr.

For the Tax of One per Cent. levied by Resolution of the Mayor and Council on the 19th of October, 1870, on the Ordinance of 1870, to pay the Metropolitan Police for 1870, on their property in Carrollton, known to be described as

Dollars. $ 10.62

Interest at 8 per cent.

Lots 16 4

Square 55-a

Valued at $ 1000

Received Payment July 16th 1870

Collector.

Tax Receipt in payment of Metropolitan Police Tax for year 1870. A relic of the Carpet Bag days in Carrollton.

Board of Metropolitan Police, have, at the May term of 1869, decided that under the Metropolitan Act of the 14th of September 1868 declared to be so far constitutional the Mayor and Council of the City of Carrollton are divested of all Police Powers which are exclusively conferred on the Board of Metropolitan Police."

A Bill of the Metropolitan Policemen was presented to the City Council for $10,000 for one year service. A tax of 1% in addition to the regular 1% Real Estate Tax, was levied to pay this bill.

First Street (Now St. Charles Ave.) Shelled

Evidently the Council agreed with the report of Messrs. McConnico, Tebbe and Petersen, regarding obtaining avenues "to our city", for in a Resolution adopted at the Council meeting of January 14, 1870 authorized the Mayor to proceed with contract for shelling First Street of Carrollton. The Resolution read:

Whereas, the Police Jury Left Bank has completed their Shell Road on St. Charles Street, to our Lower Line Street, and whereas it behooves this council to show the same energy and to continue said shell road to the Avenue of this city: Be it Resolved that the Mayor is authorized to contract for an purchase Twelve Thousand barrels of shells to be applied for that purpose payable in bonds at twelve months bearing eight per cent interest."

The road was 18 feet wide with 12 inches of loose shells on the surface. At a meeting of September 28, 1870, the Town Surveyor announced that the Total length of the road was 2,522 feet, and the lineal foot cost thereof as $2.64. This cost was to be divided between the property owners on both sides of the street and the city.

The officials of the City had other worries besides shell roads for at the same meeting it was reported that there was a cave of the batture between Short and Washington Streets.

D. W. F. Bisbee, Mayor

The Carrollton Times of October 1, 1870 announced the following candidates for Mayor and Councilmen:

For Mayor—George Herrle
Councilman—Wm. Mayo, Joseph Rolling, J. C. Kolman and John Cleary

It is not clear just what the political situation was at the time of this election, however, none of the announced candidates were elected. The result of the election as announced by the Carrollton Times of October 8, 1870 was that D. W. F. Bisbee was elected Mayor, and Henry Heuchert, Z. McKay, A. Saulet and Stephen Priestley Councilmen, with B. N. Fortier, Geo. Herrle and H. Tebbe carried over from previous administration. Theodore Meeks was appointed by the Governor to fill out the eight Councilmen.

This upset in the election brought forth the condemnation of the Editor of the Carrollton Times who stated that "The Radicals did not fairly elect their ticket in this city on last Saturday. Numbers of negroes from the coast voted here, who were not entitled to vote in our corporation affairs, but still their "sheets" call it a great victory. Honesty is very scarce in the ranks of Radicalism".

The results of this election caused the Times Editor to renew his urge to the citizens to "Register

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to vote". Governor Henry Clay Warmouth was criticized.

"How is it," the Editor further wrote, "that the Metropolitan Policemen are detailed for the special purpose of hunting up Radical voters to see that they register."

Despite the criticism heaped upon the election of Bisbee as Mayor, he is credited with carrying on what was considered at that time, "an extensive paving project." Paving, in those days, referred to brick pavements. A Mr. Conner was awarded a contract for brick pavements at a rate of $1.04½ per square yard.

It was also in Mayor Bisbee's administration that the City Council arranged to have gas brought to Carrollton. In January, 1871 the Mayor was authorized to contract with the Jefferson City Gas Company for laying of pipes.

During this administration the Mayor was authorized and required to issue bonds of the City of Carrollton for $25,000 payable 1/3 in each of three years at 8% in the sum of $500 or less each, the Mayor to sell on best terms at rate not less than 80c on a dollar, the proceeds to apply to payment of Cash Warrants issued prior to January 1, 1871, the balance to any other outstanding obligations.

Other public improvements initiated during this administration was a new Market House on Dublin Street, sinking of water wells for fire fighting and movement for "erecting a water works".

Period October 1, 1871 to Annexation

Subsequent to the term of office of Mayor Bisbee. on October 1, 1871 to the date of Annexation to New Orleans on March 23, 1874, there is some confusion as to who was Mayor for each of the two full terms during this period, although it is quite clear that Albert G. Brice was Mayor at the time of Annexation.

William H. Williams, in his paper written for the July 4, 1876 Celebration of the Centennial of the United States, says that Zuinglius McKay "a new citizen of the town and of the State," was Mayor following Dewitt F. Bisbee, and was in turn followed by Albert G. Brice who "continued in office for several years by Act of the Legislature . . . up to the date of our annexation to the city of New Orleans, March 25th, 1874."

The original records of the Council proceedings for the period under discussion are not available to verify Mr. Williams' statement, however, old City Directories for the years 1872, 1873 and 1874, indicate that Gilbert Harrison was Mayor, following Mayor Bisbee, with the following Councilmen serving with him: Wm. Kern, A. Saulet, S. Priestley, H. Williams, Dr. S. L. Henry, Z. McKay, Hy. Heu-

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chert, and W. Thompson, and that these same officers served the succeeding year.

City directory of 1874 indicates that Albert G. Brice was Mayor following Mayor Harrison, with the following Councilmen: Wm. Kern, C. F. Goll, S. Priestley, L. Williams, Dr. S. L. Henry, Z. McKay, R. Thompson and F. Fischer, Jr.

It is quite possible that if Gilbert Harrison was Mayor, following Mayor Bisbee, his term of office was for but one year, followed by Mayor Brice on October 1, 1872, because Act No. 28, approved February 15, 1873 provided that the Mayor hold office until 1st Monday in October 1876, and thereafter Mayor to hold office for two years. Neither of these plans could go into effect, however, in view of the Annexation Act of 1874.

Act No. 28, of 1873, also provided that the Mayor was to be ex-officio justice of the peace, and empowered to impose all penalties the same as then vested in recorders of New Orleans. His salary was fixed at $2000 per year. This Act further provided that it was the duty of an officer of the Metropolitan force to attend court during examination of all cases and preserve order therein, and that all arrests by police were to be reported to the Mayor.

Annexation Rumors

As early as 1871 the subject of annexation of Carrollton to the City of New Orleans was in the minds of some of the people of this section. Not only did they have in mind annexing Carrollton, but Shrewsbury and the inhabited portion of Gretna. The Editor of Carrollton's newspaper at that time bluntly said that "New Orleans we think has enough to take care of herself without taking us in. Her own streets cannot be taken care of at present. There are more than two-thirds of the people of this city opposed to the scheme."

Possibly enactment of Act No. 2 of the Second Session of the Second Legislature held in New Orleans January 1, 1872, which provided for the amendment of the Incorporation Act of March 17, 1859 of Carrollton, was a forerunner of the plan to enlarge the area of Carrollton prior to annexation to New Orleans.

Act No. 2 provided for extending the upper boundary of Carrollton to Labarre road, so as to connect with the Northern point formed by a triangular section extending about 2600 feet North of the present boundary line between Jefferson and Orleans Parishes, in the rear section of the City of Carrollton, with the Mississippi River. This Act also authorized issuance of improvement bonds.

In the subsequent annexation act, however, as the center of the New Orleans and Carrollton Railroad was specified as the upper boundary of the territory to be annexed to New Orleans, all that portion of the City of Carrollton between the present Orleans-Jefferson boundary line and Labarre Road remained a part of Jefferson Parish.

The territory thus remaining in Jefferson Parish was referred to in part as the Ludjer Fortier subdivision, extending from the Mississippi River by a depth of 40 Arpents.

Annexation

Annexation of Carrollton to New Orleans became a reality as a result of the approval on March 23, 1874, of Act 71 of that year. This Act provided, among other things, the portion of the City to be annexed as lying between the centre of Lowerline Street and the centre of the Line of the New Orleans and Carrollton Railroad to Lake Pontchartrain, being the present limits of the Seventh Municipal District of the City of New Orleans; for a Second Judicial District; that all debts be assumed by New Orleans, including funding and improvement bonds, and bonds issued to the Jefferson City Gaslight Co. known as "the gas bonds"; establish a municipal police court to be known as the "Fifth Municipal Police Court", and that the governor appoint a judge, clerks and other officers of said court.

Former Mayor Albert G. Brice was appointed Judge and served in that capacity for a number of years.

Louis A. Wiltz was Mayor of New Orleans dur-

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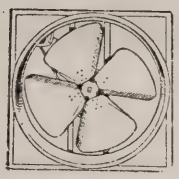

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ing this time, and is given much of the credit for incorporating Carrollton into New Orleans and in his judgment in suggesting the paving of St. Charles Avenue "up to that newly acquired section". Mayor Wiltz was only 29 years of age when elected Mayor of New Orleans, and served the term 1873 to 1881.

It was during his administration that Ordinance No. 2549, was approved March 25, 1874, relative to the annexation of City of Carrollton to the City of New Orleans, which provided that the Administrator of Finance and the Administrator of Public Accounts be appointed a committee with full power to receive and receipt in the name of the City of New Orleans for all archives, records, books, documents, accounts, moneys, papers, vouchers, property and effects of every nature and kind whatsoever belonging to said city of Carrollton and to do such other acts and things as may be necessary or expedient to carry out the act of the Legislature for the annexation of Carrollton with the City of New Orleans.

Seventh Municipal District

It was not until 1882 that Carrollton, as the 7th Municipal District, had a representative in the affairs of the City of New Orleans, at which time, so the record from which this information was obtained read, L. Nael, probably intended for Leonard Naef, was Councilman from the 7th District, during the administration of Mayor W. J. Behan, 1882-1884.

During the next administration, 1884-1888—Jos. B. Prague was Councilman from the 7th District, under Mayor J. Valsin Guillotte, followed by C. F. Claiborne, under Mayor Joseph A. Shakspeare, 1888-1892, who in turn was followed by Henry Pohlman, under Mayor John Fitzpatrick, 1892-1896. Of those heretofore mentioned, Henry Pohlman is the only survivor at the time this data is prepared.

During the period 1896-1900, H. Lochte served as Councilman under Mayor Walter C. Flower. The following term, 1900-1904, B. C. Shields represented the 16th and 17th Wards, under Mayor Paul Capdevielle.

In 1904 Martin Behrman was elected Mayor and served until 1920. In his first term as Mayor, 1904-1908, there was a councilman from each ward. The 16th Ward was represented by Robert S. Eddy, Jr., while the 17th Ward was represented by Adam Junker.

In Mayor Behrman's second term, 1908-1912, A. J. Hartmeyer represented the 16th Ward, while Jas. B. Humphreys represented the 17th Ward. This was the last administration under which each ward

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was represented, for in 1912 a new city charter was adopted, with a commission form of government, providing for a Mayor and four Councilmen.

Elected for the term 1912-1916 with Mayor Behrman, were A. G. Ricks, Commissioner of Public Finance; E. E. Lafayee, Public Property; W. B. Thompson, Utilities, and H. W. Newman, Safety.

During Mayor Behrman's term 1926-1920, the commissioners were: A. G. Ricks, Finance; E. E. Lafayee, Property; E. J. Glenny, Utilities, and H. W. Newman, Safety.

In the next election, Andrew J. McShane was elected Mayor, with the following Commissioners: Richard M. Murphy, Finance; Wilbert Black, Property; Paul H. Maloney, Public Utilities; Stanley W. Ray, Safety.

Martin Behrman again became mayor on May 4, 1925 and died in office on January 12, 1926, when A. J. O'Keefe became Acting Mayor, as Commissioner of Finance. Other commissioners serving during this term were John Klorer, Public Property; Paul B. Habans, Safety, and Wm. T. Hall, Utilities.

Arthur J. O'Keefe was elected Mayor the following term and served from March 15, 1926 until February 4, 1940 when he resigned, and T. Semmes Walmsley, who as Commissioner of Finance, was Acting Mayor. During this term the other commissioners were Wm. Hall, Utilities; Paul B. Habans, Safety, and John Klorer, Public Property.

T. Semmes Walmsley was elected Mayor and served until June 30, 1936 when he resigned, being succeeded by A. Miles Pratt, Acting Mayor, having been elected Finance Commissioner. Acting Mayor Pratt retired on July 15, 1936. Fred A. Earhart was Acting Mayor on July 15, 1936, and the same day Jesse S. Cave acted as Mayor until August 17, 1936, when, as the result of a special Democratic primary called by the Orleans Parish Democratic Committee on July 25, 1936, Robert S. Maestri was elected Mayor without opposition for term ending 1942, along with Commissioners Fred A. Earhart, Dr. Frank Gomilla, Jesse S. Cave and Jos. P. Skelly, and reelected in 1942 and are still in office.

New Orleans is probably the only City in the United States which had the distinction of having had three Mayors in one day, July 15, 1936.

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Education

As provided in the Act of Incorporation of Carrollton, and by Ordinance of August 27, 1845, a School Board was organized, with five administrators. John Hampson, as Mayor, was President.

The only requisite for admission to the Public School was that the pupil be over five years of age, of good behavior, regular attendance and cleanliness. The ordinance provided that boys and girls would be in separate rooms as well as separate playgrounds. An initial appropriation of $400 was made by the Town Council.

There appears to have been some difficulty in obtaining a building for conducting the first public school, for on April 15, 1846, it was reported that in consequence of difficulty in procuring a home, school did not open until November 4, 1845, and that during the first week there were sixty-five children in attendance, which had increased by April 1946 to ninety, 47 boys and 43 girls. Some of the increase may be accounted for by the ruling of January 1846 that non-resident children be admitted in Carrollton Public Schools at $30.00 per year tuition.

Apparently the first school was in a more or less temporary building, for in December, 1845 the Board of Administrators of the School was recommended by the Council to take the house and lots one to six then in the occupancy of Mr. Geo. Wyatt, at a monthly rent of $20.00 from the "time they could get release from the present lease".

The building occupied by Wyatt, on Dublin Street, was owned by the Town of Carrollton, and the Board accepted the proposition of the Mayor and Council for renting part of the building for use of Public School "provided that arrangement can be made so as to take so much of the house and six lots as may be necessary for the use of the school at the monthly rental of $15.00, the balance of the property not required for the use of the school to be at disposal of council."

The Council agreed to rent the use of two rooms fronting on Dublin Street and the six lots, with the understanding that Wyatt be agreeable to give up the property then occupied by him on March 1st, 1846, to which he agreed. The council subsequently agreed to cancel the lease of Wyatt as of April 1, 1846.

It thus appears that subsequent to April 1, 1846, the school was conducted from the building located on the East corner of Dublin and Hampson Streets, and probably was one of the buildings purchased the previous year from Thos. Slidell. In November, 1845 the Mayor was authorized to purchase

Courthouse of Carrollton, La., now McDonogh No. 23 Public School.

from Slidell lots one through twenty-one in the square bounded by Canal Ave., Dublin, Second and Hampson Streets.

By the year 1851 the total attendance in the public school of Carrollton had increased to 141 pupils. The Carrollton Star of June 14, 1851 quoted a letter from the Principal of the School to the Board, as follows:

Gentlemen:

Since the first of February there have been 42 admissions to the public schools by permit.

In the principal's room there are 37 regular pupils.

In the 2nd Department there are 40 regular pupils.

In the 3d Department there are 48 regular pupils. Making a total of 125 regular attendants. The number of pupils on the rolls of the several departments will amount to 141.

I consider it my duty to report the 3d Department as liable to become extremely unhealthy on account of the poor ventilation of the room. Indeed the atmosphere has during the past week been almost unendurable by the teachers. The exhalation from 56 bodies are enough to poison the air of such a room during the winter, but in mid-summer and in this climate it is cruel to continue such a punishment. I must in this connection mention with commendation the good order introduced into this department by Miss Fulton, who has labored patiently to bring all the good possible out of the means and accommodations at her command.

Res. your Ob't Serv't.

D. S. Oliphant, Principal

The Board of Administration of the School had adopted a resolution on May 12, 1851, recommending to the Council the appropriation of $2,500 for the purpose of building a new school house capable of holding 200 pupils, and recommended the use of the Southwest corner of the square, front-

Incarnate Word School

ing 150 feet on the Avenue and 170 feet on Hampson Street.

The committee on Streets and Landings reported on June 25, 1851 they found the need for more schoolrooms was great and would recommend the building of a new school house, "provided, of course, the town could afford it".

School was dismissed on July 3, 1851 due to the bad conditions, to be reopened when a new building was erected or the existing one repaired.

The education of the youth of that day seemed to be helped along by private schools and professors travelling from one town to another instructing pupils in subject not taught in the local school. One such school was conducted by Mrs. Hamner and Mrs. Shroyer who advertised in the Carrollton Star of March 29, 1851:

Carrollton Female Boarding School conducted by Mrs. Hamner and Mrs. Shroyer.

Is now open for the reception of Young Ladies, at the brick home, formerly known as the home of the late G. R. Stringer, Esq.

Terms

Boarding and washing, per session 5 months	$65.00
Tuition	$25.00
Music, with the use of the instrument	$30.00
Drawing and Painting	$20.00

Mr. L. R. Bacon conducted a "Geography School" in this year also; as shown by the following announcement in the Star of November 8, 1851:

Geography School

Mr. L. A. Bacon has opened a school for students in Geography at the house of Mr. J. Godstine, corner of Second and Dublin Streets. He proposes to teach a knowledge of the Maps in fifteen days. This and much more he is able to perform. In the neighboring City of Jefferson he successfully taught classes more than satisifying the public that his pretentions are genuine. Those who cannot attend School during the entire day, for a period of months at a time, would do well to patronize Mr. Bacon.

The editor of the Carrollton Star was so impressed with Mr. Bacon's Geography Class, that he made the following comment in his paper of November 29, 1851:

Examination

Examination of Mr. Bacon's Geography Class. We must confess that we were astonished—almost bewildered—lost in admiration! From previous hearsay we were prepared to witness one masterly exercises, but it never entered our cranium, that we were to be led with the rapidity of thought through Africa, Asia, Europe, North and South America. The Capitals, Chief towns, Mountains, and Railroads of these grand divisions of the world were told with the utmost precision and lightning speed, so fast indeed that it was difficult to keep pace with the class in Capes, Islands, Seas, Peninsulas, Bays, Straits, etc.

Something like a thousand questions were put and answered in the short space of one hour and a half, and but one blunder made by the class."

Arrangements for New School

A special committee had been appointed to select a site for the new school. The committee reported to the council meeting of December 28, 1853 selection of a site on the corner of Madison (now Dante) and Third (now Freret), consisting of six lots owned by a Mr. Du Roches, the price of which was $1100.00.

Evidently this site was not approved, for on June 16, 1855 the Star had an announcement that the examination of the public schools of the town would take place on Thursday, June 21st at the Jefferson school, and on Friday, June 22nd at the Washington school. Parents and guardians were invited. The school referred to as Jefferson was located on what is now Joliet, between Freret and Burthe Sts., and although the building still stands, it was probably remodelled since erection as a school. The Washington School was located on what is now

Former Jefferson Boy's School

Fern Street, near Hampson Street and is no longer in existence.

Effect of War Between the States on Carrollton Schools

Education in the entire South suffered from the effects of the War between the States, and Carrollton's schools were no exception. Left without funds the school sessions were irregular. Mayor Samuel Pursell delivered the following inaugural address to the Council on October 10, 1866, according to Record Book C, Council Meetings, January 23, 1861 to May 4, 1870:

> Among our various duties, I look upon that of the education of our children as the first and most important; establish our Public Schools on a thorough and progressive basis and you will attract a population that will give character and influence to our place second to none, as it is in locality, within the environs of the city of New Orleans. We have done something it is true, but have not advanced with the requirements of our people. With a superior locality, a population numbering three thousand or more, over five hundred children between the ages of six and sixteen, equal to any others in material intellect, we are today dependent on the generosity of the authorities of the City of New Orleans (and it has been liberally extended by them) for the admission of our advanced pupils to their schools, to prepare them for the High Schools, to which many children owe their qualifications to fit them for positions they now hold, many of them being teachers both there and here . . . "

Several attempts were made to establish a central high school in the town. Reference is made by Mr. Williams to the establishment of a central high school in 1858, which closed shortly afterwards due to lack of patronage. During the year 1867 the Hall of the Star Hook and Ladder Co. No. 1 was occupied by a girls' branch of a Central High School, as the result of a movement inaugurated by Mayor Pursell.

Mayor Pursell was active in the movement to provide schools for the education of colored children of the town, and as a result of his activities two schools were provided—a Boys School in the Clinton Street colored church, and a Girls School in the Adams Street Church. In a report of March 25, 1868 by W. H. Williams, president of the school board, he reported an attendance of 40 pupils in the Boys School and 56 in the Girls School.

There were seven teachers at that time in the Washington and Jefferson Schools, D. J. Rast, was principal, Miss Louisa Clawson, 1st assistant, Miss Virginia Clawson and Mrs. Whaley, at the Wash-

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Robert E. Lee School

ington Girls school, and Miss Julia Oswald was principal, Miss Anderson, 1st Assistant, and Mrs. Getty at the Jefferson Boys school. The schools had 184 and 146 pupils respectively. Salaries of the teachers ranged from $35.00 to $100.00 per month.

The Washington school became a colored school in 1870.

Up until November 18, 1868, when a resolution was adopted making it compulsory for the pupils to furnish their own books and stationery, the town furnished these.

For the school session of 1888-1889, Carrollton then being the Seventh Municipal District of New Orleans, since it had been annexed to New Orleans March 23, 1874, there were one boys school for whites, one for white girls and one for colored boys and girls.

The records of the School Board on January 2, 1889 shows Jefferson No. 2, for boys—white, located on Jefferson, near Third, and the district served was in the boundary from Park, Swamp and River. Mrs. J. R. Dickes, was principal, Miss Louise E. Prest, G. A. Anderson and A. L. Pascoe, first, second and third assistants.

Washington No. 2, for white girls, located on Washington, near Burthe, and served the same territory. Mrs. F. V. Hooper was principal, Misses Nanon J. Kelley, Matilda Reuter and N. B. Hathorne were first, second and third assistants.

A school on Short Street, for boys and girls—colored—had Miss Lizzie Kelley, as principal, Misses E. C. Carolan, Emilie Ohlsner and F. A. Childress as second assistants, Misses Emma Quick, Ella Hughes and R. T. Murphy, as third assistants.

The following school term, 1889-1890 the present McDonogh School No. 23, on S. Carrollton Avenue, between Hampson and Maple Streets, served both boys and girls, and replaced the Jefferson School and the Washington School, while a new colored school, McDonogh No. 24, located on Adams Street between Commercial and Port Streets, built in 1889 served the colored children.

The minutes of a meeting of the Board of Public School Directors, of February 15, 1889, at 26 Constance Street, New Orleans, contains the following report in connection with McDonogh No. 23 School:

> "The old Jefferson Parish Court House has been transferred by the City to the McDonogh Commissioners and work will begin there next week to transform this building into a school, having twelve rooms and capable of holding easily 600 pupils.
>
> This completed and a new building erected for colored children, which is promised by the McDonogh Commissioners we believe the 7th District Schools, under more pleasant environment, better air and a more central location will double in size."

On January 1, 1890 the records show McDonogh No. 23 serving the same district, bounded by the Park, Swamp and River. Mrs. Josephine Reed, was first principal, Misses A. L. Pascoe, G. A. Anderson, M. A. Harte and Tillie Kronenberger, assistants, for the Boys, and Mrs. Josephine Fournier, Misses Doretta Seiler, Mary A. Sullivan, N. B. Hathorne, Eddy Bentley, for the girls with Miss Marietta White in charge of the Kindergarten. Mrs. Agnes Hanley is now principal of McDonogh No. 23.

Growing Pains

As we reach the turn of the century Carrollton, which in the year 1852 extended to about Maple Street, judging from remark made about that time that the Carrollton Depot, then located at what is now St. Charles and Dublin Street, was in the "center of the town" had grown rapidly towards the rear and it was necessary to erect an additional school. In 1900 the present Robert E. Lee School, located at S. Carrollton Avenue and Birch Street was erected. Miss Amy Hinrichs is principal now with an enrollment of 305 pupils.

Eight years later, we find the trend of population had spread in another direction to such an ex-

Walter C. Flower Public School

tent that another public school had to be erected. In 1908 the Walter C. Flower School, named in honor of one of New Orleans' Mayors, was erected in the square bounded by Leonidas, Birch, Green and Joliet Streets. This was a frame building.

On December 2, 1937 the New Orleans Item reported:

> "Plans for housing the pupils of the Walter C. Flower School, . . . while the present school building is being moved to make way for the erection of a new 2-story brick building on the same site, were formulated today at a conference attended by Superintendent of Schools Nicholas Bauer, Assistant Superintendent A. J. Tete, and Maintenance Superintendent Jacob Schlosser.
>
> Work of moving the old school to another vacant site in the same block will begin December 11, and will be complete in about three weeks, or by the time the school year is resumed after the Christmas holidays early in January. During the moving of the old building pupils will be assigned to other schools in the neighborhood."

During the process of moving the school the pupils were transported by bus from their school to the Audubon School.

On December 16, 1937, the New Orleans Item reported:

> "Henry Heaton, Old Regular leader of the 17th ward and district assessor, yesterday drove the first pile for the new Walter C. Flower school, one of five to be built under the $1,000,000 school program, The new building will be completed in about 10 months."

Miss Lucille Bostick is principal of Flower School now and the enrollment is 347 pupils.

Further growth to the section away from the River necessitated the erection of Lafayette School, at 2727 S. Carrollton Avenue in 1923. Miss Elfrieda Dieck is principal and the enrollment is 797.

The section of Carrollton farthest away from the river, near the rear boundary line, had been steadily growing in population. This growth was so great that in 1929 it was necessary to erect another school. A frame building called Irmadale School was constructed in the square bounded by Eagle, Marks, Peach and Gen. Ogden Streets In 1929. A more modern brick school was built on the same square in 1937 and called the Judah P. Benjamin school.

In connection with the dedication of the Benjamin School, a local news item of February 17, 1939, read:

> The new Judah P. Benjamin school, 4040 Eagle Street, was dedicated in ceremonies held at the school last night. Superintendent Nicho-

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Lafayette Public School

las Bauer presided. Major General Allision Owen, president of the Judah P. Benjamin Memorial Association, gave a sketch of the life of Mr. Benjamin. Henry W. Robinson, attorney, held up the life of Mr. Benjamin as an inspiration to young people in his address."

Miss Virginia Leclere is principal of Benjamin School. Enrollment for 1944-45 term is 427. There are fourteen classrooms.

Two additional public schools were built for colored pupils, one in 1929, at 9330 Forshey Street, known as the Paul E. Dunbar School, the other in 1931, at 8720 Cohn Street, known as the James W. Johnson School.

Parochial Schools

There is no accurate information available as to establishment of the first parochial school in Carrollton, however, from some of the old residents who attended St. Mary Catholic Church, on Cambronne between the present Burthe and Maple Streets, we learn that there was a Catholic Parochial School, across from the St. Mary Church which was elected in 1848. This school was in existence before the war between the states.

A second Catholic Parochial school was erected in 1872, by Father Birchlmeyer or, as spelled in some instances, Bichlmayer, on the corner of what is now Cambronne and Freret Streets, and known as "Mater Dolorosa" School, until 1909 when it was transferred to the Josephite Fathers for use of colored Catholics, and is now known as St. Joan of Arch School.

Father Birchlmeyer had been appointed as an assistant pastor at St. Mary's Church in 1868 to satisfy the German Catholics, and in 1872 was appointed Pastor of the new Mater Dolorosa Church. It was as Pastor of the Mater Dolorosa Church that the school of the same name was erected. The "New Departure," a local paper announced the opening of the new school on August 28, 1872 as follows:

> The English and German Catholic "Mater Dolorosa" School will open on Monday next, in the new building corner Cambronne and Third Streets, in this city, under the direction of Father Bichlmeyer. The building is pleasantly located, airy, and capable of holding upwards of two hundred children. Father Bichlmayer intends making this institution one of the first class, as he has engaged teachers capable of teaching the English and German branches to perfection, and he will spare no pains in rendering it all that it should be. Those wishing to send their children, will do well to send them at once, as we learn that the terms of tuition will be moderate.

About the latter part of 1873 a Protestant Parochial School was commenced on the corner of what was then Madison and Third Streets (now Dante and Freret). It was dedicated February 4, 1874. Erection of this school building is credited to a Dr, A. Schaffraneck, who served as Pastor of St. Matthew Evangelical Church for the years 1873-1874.

There is evidence that parochial schools were conducted under adminsistration of St. Matthew Evangelical Church and Otto Church before 1874. Just when they commenced however is not available. Miss Julia Oswald, who wrote in 1924 that she had taught in both of these schools states that there was an enrollment of 110 at the time she was the only teacher, which appears to have been about 1871-1872, judging from the following statement made by her: "One of the reasons why my school had so large an enrollment of pupils for a time, was that during Father Bichlmayer's stay in the Catholic Church in Carrollton a Catholic school house was being built and the children of his church came to our school till their school building was completed."

The Protestant Parochial Schools were discontinued many years ago. The Mater Dolorosa Catholic Parochial School, after transfer to the Josephite Fathers for the colored Catholics, in 1909 was conducted in the building formerly occupied by the Orphan Asylum, on Maple corner of Cambronne Street, for about one school session. In the meantime, the

Mater Dolorosa Catholic School

Judah P. Benjamin School

former Olympia Hall, corner of Oak and S. Carrollton Avenue, had been purchased by the Mater Dolorosa Congregation and converted into a school building, where school was conducted for a number of years until erection of the present school facing S. Carrollton Avenue, between Oak and Plum Streets. in the year 1927.

Shortly after establishment of the Catholic Parish of the Incarnate Word, with Rev. Fred W. Bosch as Pastor, a school building was commenced, and in September, 1923, the parish school opened under direction of the Sisters Marianites of the Holy Cross.

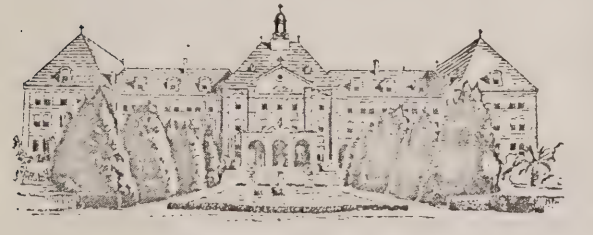
Xavier University

Located on Washington Avenue, in the rear, lower part of what was Carrollton, stands the handsome buildings of Xavier Univeristy, a Catholic University for Negro Youth, erected by the Sisters of the Blessed Sacrament in 1932, a religious order founded by the Reverend Mother Katherine Drexel of Philadelphia.

Dedicated on October 12, 1932, by His Eminence Dennis Cardinal Dougherty, Archbishop of Philadelphia, the conerstone was laid by His Excellency the late Most Rev. John W. Shaw, Archbishop of New Orleans, the college enrollment now numbers over eight hundred students.

Notre Dame Seminary

Without a doubt the most beautiful building in Carrollton is the Notre Dame Seminary, located on Carrollton Avenue, in the squares bounded by Apricot, Fern and Fig Streets.



Notre Dame Seminary

Erected in 1922-23 through the efforts of the late Archbishop of the Catholic Church, His Grace John W. Shaw, the building is fireproof throughout, of steel, concrete, brick, stone, tile and slate. It is 258 feet long, and 176 feet wide, with basement and three floors. It was planned to house ninety-six students and six members of the faculty, and has now reached its maximum capacity.

The seminary buildings were made possible through the pledging of over a million dollars by fifty thousand subscribers. The first pile was driven on February 10, 1922, and on May 12th of the same year the first stone was laid. On June 18, 1923 the main building was completed, and the chapel on September 1, 1923.

Proposed Postwar High School

As a part of a proposed postwar project of the Catholic Archdiocese of New Orleans, under the leadership of Most Rev. Joseph Francis Rummel, Archbishop of New Orleans, a Catholic High School is to be erected in the "Uptown" section of New Orleans, out of funds of over $2,000,000 subscribed by thousands of citizens in a campaign concluded January 31, 1945. It is the fond hope of many of the workers in this campaign that the proposed "Uptown" High School will be erected in Carrollton.

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Post Office

Carrollton's first Post Office dates back to October 31, 1844, as the records of the Post Office Department in Washington, D. C. reveal. James Gilbert was the first Postmaster. He was also the first Treasurer of the Town following its incorporation the following year, 1845.

As is customary of Post Offices in small towns of today, the first postmaster in Carrollton was also a merchant and conducted the business of the Post Office from his store on Levee Street. The meagre receipts of the office up to June 30, 1845, amounted to $32.96, gives us an idea of the amount of business at that time. His compensation for that period was but $15.35.

The first mail service was received three times a week from New Orleans, by the New Orleans and Carrollton Rail Road Company. This was before the days of the Postage Stamp which did not come into use in the United States until 1847. In the first years of the Postage Stamp era, the stamps were cancelled in pen and ink, and the postmark likewise written.

The second Postmaster of Carrollton was also an official of the Town, being the first Comptroller. He was Chauncey Charles Porter, appointed April 22, 1852. He was also a merchant and Notary Public.

Postage stamp cancelled at Carrollton, La., Post Office March 25, 1870.

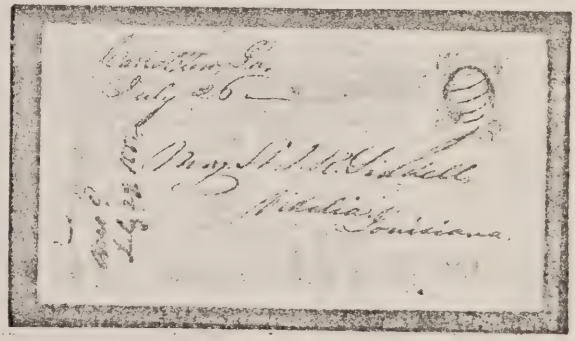
The Post Office records indicate the next Postmaster to be Harman H. Gogrevo, appointed March 16, 1854. This is probably the Hermann H. Cogreve, who was to become Mayor of the Town in 1856.

The next in order were E. F. Schmidt, appointed August 31, 1865; John Henry Tebbe, December 4, 1865; Mrs. Mary Robinson, May 4, 1869; Stewart L. Henry, May 24, 1869. During Postmaster Henry's term, the office was in his store on Levee Street, between Madison and Cambronne. Conrad Heuchert, a Councilman of the Town, followed on August 16, 1872, to be succeeded by Henry Tebbe on September 4, 1872, then by Langdon C. Tebo, November 27, 1872; Alfred H. Pascoe, on December 15, 1875, and the last by Louis F. Chalin, August 18, 1879. Postmaster Chalin conducted a drug store on St. Charles and Carrollton Avenues.

Although Carrollton was annexed to New Orleans in March 1874, it is strange that the Post Office continued as Carrollton Post Office until June 26, 1882, when mail was ordered sent to New Orleans.

In the early part of 1892 a branch Post Office

Changing name of Station F to Carrollton Station, October 31, 1944.



The first 3-cent stamp issued in the United States. Cancelled at the Carrollton, La., postoffice on July 26, 1852.

Station was again established in Carrollton, known as Station B. It was located corner of Maple and Carrollton Avenue, with George P. Wright as Superintendent, followed by C. W. Walker, Jos. Haggerty, John W. Fagan, E. McL. Cruice, and Allan Z. McChesney.

Early in 1912, Station B was consolidated with Stations E and C and moved from Maple and Carrollton to Prytania and Napoleon Avenue.

On July 15, 1922, Station F was established on Oak, between Dublin and Dante Streets, with J. Morgan Sandoz as Superintendent.

Increased business necessitated a change from the Oak Street location. There was considerable rivalry for the location of the Station F. Of several locations submitted the present station, 1129 South Carrollton Avenue was selected, and the station moved into their new quarters.

Eugene E. Brady, Jr. succeeded J. Morgan Sandoz, and in turn was succeded by F. W. Peterson the present Superintendent.

The name was changed to Carrollton Branch on October 31, 1944, one hundred years after establishment of the first Post Office in Carrolton, La., upon petition of the Carrollton Business Men's Association.

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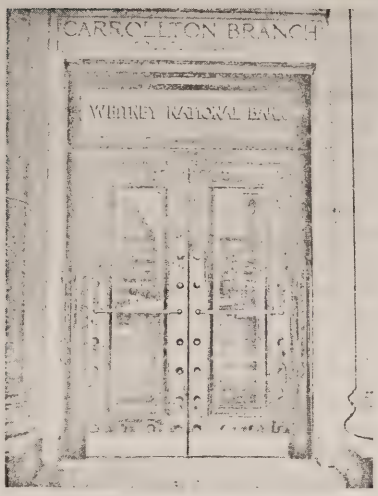

★

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Orphanages

In the square bounded by the present streets of Cambronne, Maple, Burthe and Dante, stood, until the year 1938, the remnants of what was in 1847 the first orphan asylum of the Town of Carrollton, which cared for hundreds of children, not only from Carrollton, but from the City of New Orleans and elsewhere, made homeless primarily by the death of their parents from Yellow Fever, that dread scourge which played such havoc among the people of the South, until comparatively recent years.

The start of this orphanage was made possible by the generosity of a Catholic Priest, the Rev. Augustine De Angelis, who, in 1847, bequeathed to the Sisters of Charity, six lots in Carrollton, on one of which was located a frame house which served as a home for the first orphanage.

From time to time this building was enlarged to take care of the increasing numbers of children sent to the good sisters. In 1849, due to the crowded condition, it was necessary to use the house in Carrolltno for forty of the smaller orphans, and an urgent plea was sent forth to enlarge the institution to relieve the congested condition of the asylum.

In 1853 owing to the frightful epidemic, temporary buildings were put up in Carrollton to accommodate homeless children flocking to the Asylum. The Howard Association sent forty whose parents had died of yellow fever, and the Portugese sent large numbers; also authoritites of the City of New Orleans sent large numbers. An additional house was rented in Carrollton in this year, and three sisters went to care for these children.

Waldo Burton Memorial Home

Records are not now available to indicate when this building ceased to serve as a home for orphan children.

In the year 1921 a handsome building was erected by Mr. and Mrs. William Lafayette Burton, in memory of their son, William Waldo Burton, in the square facing S. Carrollton Avenue, between Forshey and Olive Streets, bounded by Dublin Street, as a Boys' Home and is under the supervision of the Society for the Relief of Destitute Orphan Boys.

The square on which this home is located, along with three other squares extending to Joliet Street, were purchased by the present Board of Directors of the Society and a few of their personal friends.

Although the present home was built in 1921, the Society dates back to March 28, 1824, at which time a meeting was held at the Presbyterian Church for the purpose of considering ways and means of establishing a home for destitute boys.

For the past 120 years, the Home has provided refuge and shelter for under-privileged boys in New Orleans and throughout various other localities. Boys attend the New Orleans Public Schools and are privileged to worship in the church of their respective faith.

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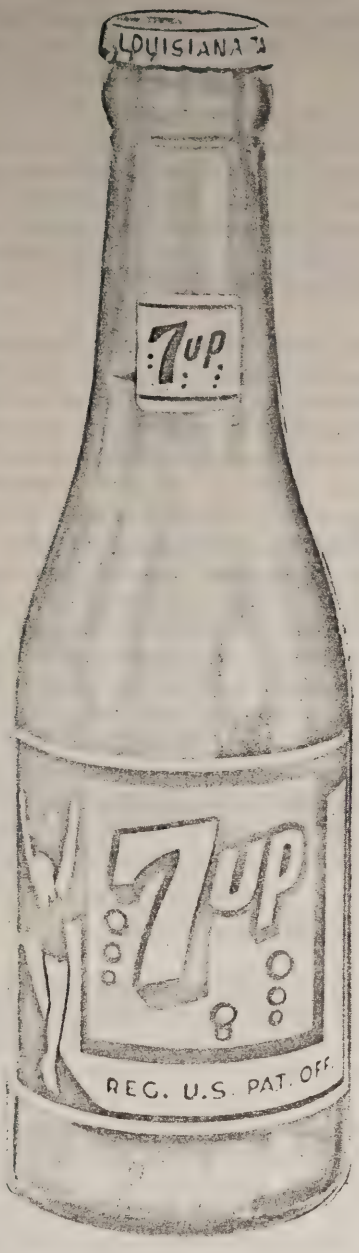
PHONE GALVEZ 4133 NEW ORLEANS, LA.

Ice flow in Mississippi River at Carrollton Feb. 18, 1899
—Courtesy C. Milo Williams



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Churches

From the very beginning of Carrollton as an Incorporated Town in 1845, and even before there is evidence of a Church or church services being furnished the inhabitants of the community.

This Chapter on churches will be treated in two parts, the first on the Protestant Churches, the other on the Catholic Churches.

Protestant Churches

Just when the first Protestant Church was erected in Carrollton is not definitely ascertained at this time, however, from the records of the Town Council of January 28, 1846, we do know there was a Methodist Church, for on that date it is recorded that the "Tax on Methodist Church hereby remitted."

The early records of the Town Council also indicate that one of the Protestant Churches sought aid of the Town in erecting a Church building. The officials of the town were in sympathy with the good cause, but could not assist financially with the town funds.

There were two Methodist Churches in Carrollton, the first being on what is now Joliet Street, but Jefferson at the time, between the present Freret and Burthe Streets, the other corner of Plum and Joliet Streets. In February 1886 the Methodist Church was completed on Carrollton Avenue and Freret Street, and the formal opening was held, as indicated by the following notice:

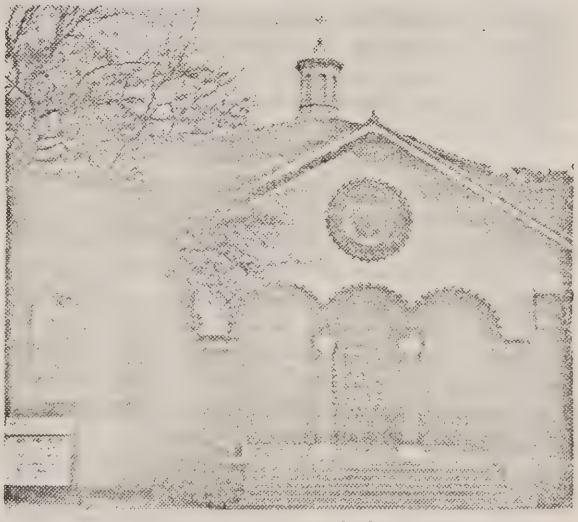
> You are cordially invited to be present at the opening of our New Church, at the corner of Carrollton Avenue and Third Street, in Carrollton. Exercises by the Chlidren of the Sabbath School commences at 7½ o'clock, p.m.
>
> Respectfully,
>
> JNO. F. RANDOLPH,
>
> Supt.
>
> Friday, Feb. 12th, 1886.

The first pastor of this church was Rev. Lewis A. Read. The present pastor is Rev. Elmer C. Gunn. The present church building was erected in 1914.

St. Matthew Evangelical Church, or, as the first charter reads, the German Evangelical Congregation of Carrollton, was organized June 2, 1849, and a church building erected in that year on Zimple Street, between Leonidas and Monroe. It was called the Rooster Church, because of the ornamental rooster on the point of the tower. The first pastor was Dr. J. Schwalm. A city directory of 1868-69 lists a Protestant German Church, Zimple between Leonidas and Monroe. The tax records of the Town of Carrollton for 1871 indicates a German Evangeli-

Carrollton Presbyterian Church

St. Andrew's Church

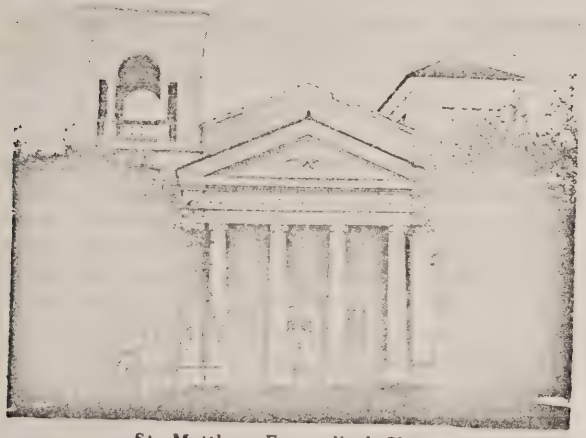


Carrollton Avenue Methodist Church

St. Theresa, Little Flower of Jesus Catholic Church and Rectory.

cal Church in the square Leonidas, Jefferson, Levee and Third. The same record lists one lot and Church of the Evangelical Church, in the square Madison, Dublin, Burthe and Third. Apparently the latter is the Church established by Pastor Otto, about 1854, when he arrived in Carrollton to fill a vacancy in the Rooster Church only to find it filled by Rev. Ludwig Heintz, although he held services temporarily in a residence across the street from Rooster Church.

These two Protestant denominations continued as separate churches until 1885 when they were reunited, with Rev. Victor Broesel as Pastor. A new church was erected on Dante between the present Freret and Zimple Streets in 1889-90. The new church was dedicated April 16, 1890. This church building was replaced in 1922 by the present church on Carrollton Avenue, corner Willow Street. The cornerstone was laid August 6, 1922 for St. Matthew Evangelical Church and completed in February of the following year. Rev. Louis Schweickhardt has served as Pastor since 1914.

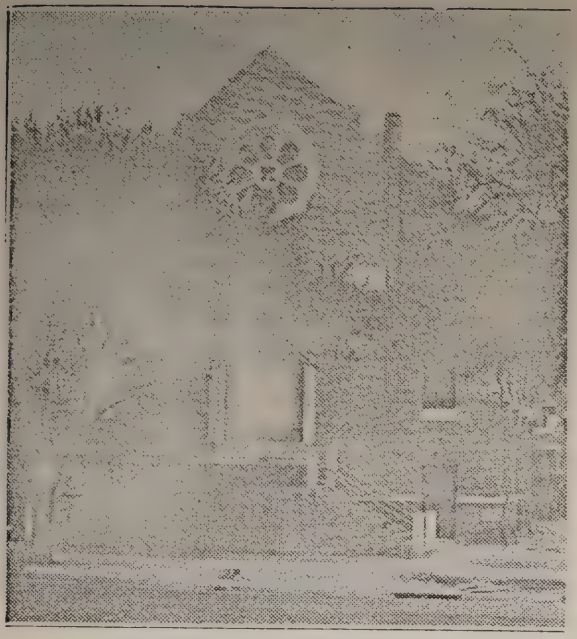


St. Matthew Evangelical Church

Incarnate Word Catholic Church

There is no authentic record available of the early days of the Presbyterian Church in Carrollton, other than the first church of this denomination in Carrollton was organized in 1855. A city directory of 1868-69 lists a Carrollton Presbyterian Church on Madison near Third Street (now Dante near Freret) and Presbyterian Church of Carrollton, Burdette near Hampson. Evidently this latter church building was replaced by a brick church at the corner of Hampson and Burdette Streets in the year 1897. The first permanent pastor was Dr. John W. Caldwell, a grandson of Dr. B. M. Palmer, who was installed on June 28, 1896 and served for twenty-three years. Upon reorganization the name of the church was changed to Carrollton Presbyterian Church, and during the pastorate of Rev. W. G. Harry, who succeeded Dr. Caldwell as pastor in 1919, the present church building was erected on the corner of S. Carrollton Avenue and Panola Street. The present pastor is Rev. Ray D. Fortna.

St. Andrew's Episcopal Church, corner Carrollton Avenue and Zimple Street, was begun as a parochial mission under the initiative and supervision of Christ Church, of which Dr. Charles L. Wells was then the Dean, in the year 1901. The church was built in 1904. In 1905, St. Andrew's became a parish. The first Rector was the Rev. Frank P. Johnson, who was able to remain only one year. After him came the Rev. J. Orson Miller who served until



Carrollton Avenue Baptist Church

1916. He was succeeded by the Rev. Dr. Matthew Brewster, who served as the Rector for some twenty years. He was succeeded by Rev. Girault M. Jones, the present pastor, in 1936.

Among post war plans of St. Andrew's is the erection of a new church estimated to cost $100,000 on the site of the present building.

St. John Evangelical and Reformed Church, of which Rev. Wm. C. Anderson is Pastor, located 2713 Joliet Street, dates back to the year 1913. In the early days of this Church the congregation was served jointly by Rev. B. H. Leesmann, Pastor of St. Matthew's Evangelical Church, and Rev. G. Siegenthaler, Pastor of St. Paul's Evangelical Church.

Third Church of Christ, Scientist, 7902 S. Claiborne Avenue, has been located in Carrollton since November 1931, at which time a lot with a bungalow on it was purchased and the building remodeled to meet the present needs of the membership.

First Church of the Nazarene, 1013 Dante Street, dates to March 1, 1940 at that location, at which time the present Pastor, Rev. M. M. Snyder was in charge, although some years prior to that time church services were conducted in a little store building on Oak Street near Cambronne Street, during the administration of Rev. Joe Lege.

Carrollton Avenue Baptist Church began as a mission Sunday School on October 15, 1916 and was located in a double cottage at 2529 South Carrollton Avenue. On April 22, 1920 the mission was organized into a church, with Rev. J. E. Dean its first

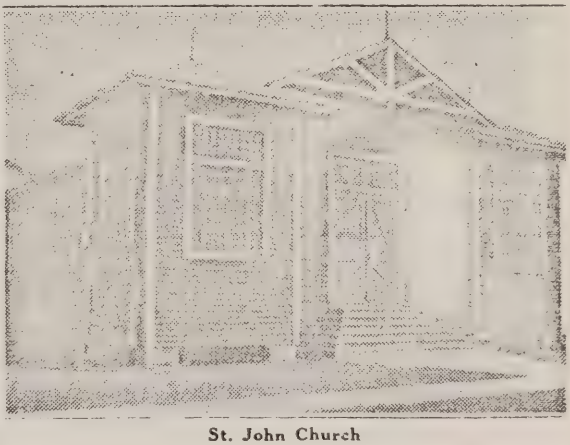
Mater Dolorosa Catholic Church

pastor. During the year 1921 a church building was erected at the corner of S. Carrollton Avenue and Nelson Street, which stood until the present brick building was erected in 1941. Rev. W. J. Dorman, Th.D., the present pastor, was appointed on June 25, 1944, having previously served as pastor for six years before entering the Navy as Chaplain in 1942.

The Catholic Church in Carrollton

The Catholic Church in Carrollton dates back to the year 1848, for it was on May 2nd of that year that three lots were bought on which a church and priest's house were built and solemnly blessed September 8, 1848, although prior to that time visiting priests administered to the Catholics of the community.

This church was known as the Church of the Nativity of the Blessed Virgin Mary, but most commonly referred to as St. Mary's Church. The build-



St. John Church

First Church of the Nazarene

ing was located on the upper side of Cambronne Street, between Second (now Maple) and Burthe Streets. The first Pastor was Father F. Zeller, appointed in 1848 by Archbishop, Most Rev. Antoine Blanc. The first Baptism by Father Zeller was on March 21, 1848. Father Zeller preached in German, French and English.

Upon his retirement to Europe in 1856, Father Carius succeeded Father Zeller, and remained until June 1861, being succeeded by Father Ceuppens. Not knowing the German language, Father Ceuppens was unable to preach in this language, and soon a dissatisfaction was created among the German element. To satisfy the German Catholics, Archbishop Aden then appointed Father Birchlmeyer as an assistant in November 1868. The language question caused a separation in 1870 at which time the German Catholics decided to build their own church.

In 1871, on December 17th, the first Holy Mass was said in the new Mater Dolorosa Church and Father Birchlmeyer was appointed Pastor in 1872. He remained in Carrollton until May, 1898, when Rev. Charles Brockmeier became pastor. He remained one year in Carrollton, when in 1899, Rev. J. F. Primm reunited the German Catholics with the others.

Rev. Father Ceuppens, meanwhile remained in Carrollton until January 1872, when Father Ravallon was made pastor of the "French Church" (St. Mary's). Rev. Father Valle' succeded him in 1873. Father Valle remained almost twenty years in Carrollton. He died in December 1892 and Rev. Father Welte succeeded him.

In July 1898, Rev. Father Prim was sent to Carrollton with instructions to unite the two congregations in one. (After much trials and struggles Father Prim succeeded in his work, and since 1899 the Catholics of Carrollton were united in one large congretation).

The original Mater Dolorosa Church was located on the lower, lake corner of Cambronne and Burthe Streets. The congregation grew to such an extent that it was necessary to build a larger church. The new church was erected on S. Carrollton Avenue, corner of Plum Street. The cornerstone was blessed on August 9, 1908 and the church dedicated March 7, 1909. The old church building was transferred to the Josephite Fathers for the use of Colored Catholics of Carrollton, and subsequently rebuilt as St. Joan of Arch Church.

Upon the death of Rev. J. F. Prim, Rev. Joseph Pyzikiewicz was appointed Pastor of Mater Dolorosa Church in July 1933, and is the present pastor. Father Joseph, as he is better known by his parishioners and friends, had previously served as an Assistant Pastor at Mater Dolorosa under Father Prim.

One of the outstanding events in the administration of Father Joseph, as Pastor of Mater Dolorosa, was the payment of the outstanding indebtedness on the Parish property, enabling him to offer free schooling in the Mater Dolorosa School to be effective with the 1945-46 term. Another accomplishment during the administration of Father Joseph was the erection of a gymnasium on the school grounds in 1935.

The original territorial limits of Mater Dolorosa Parish extended far beyond the limits of the Town of Carrollton, and several parishes have been carved out of this territory, including those in Carrollton as follows:

Church of the Incarnate Word

Located at the corner of Apricot and Dante Streets erected under administration of Father Pierre. For a number of years prior to erection of the

First Catholic Church in Carrollton—St. Mary
—Courtesy C. Milo Williams

Third Church of Christ Scientist

present Church Building, services were conducted in a chapel on the same square on which the present Church is situated, erected by Father Prim, Pastor of Mater Dolorosa Parish, and served by the priests of that Parish until 1922 when Archbishop John Shaw erected the surrounding area into the Parish of the Incarnate Word with Rev. Fred W. Bosch as the first pastor. In 1938 the present Pastor, Rev. Gerard T. Rief was appointed Pastor.

St. Theresa The Little Flower of Jesus Church

Originally a portion of the Parish of Mater Dolorosa, St. Theresa the Little Flower of Jesus Church was made a parish by Archbishop John W. Shaw, in September 1929, with Father Joseph Pyzikiewicz, present pastor of Mater Dolorosa, as its first Pastor. It had previously been a chapel within the Parish of the Incarnate Word, under administration of Father Pierre. The present Pastor is Rev. H. P. Lohmann.

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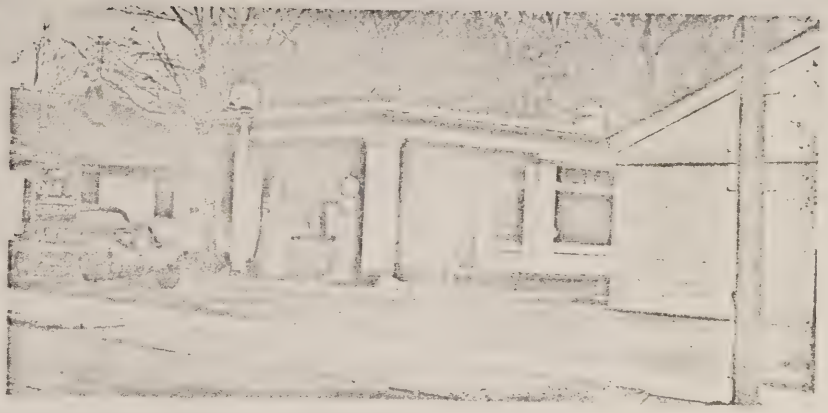
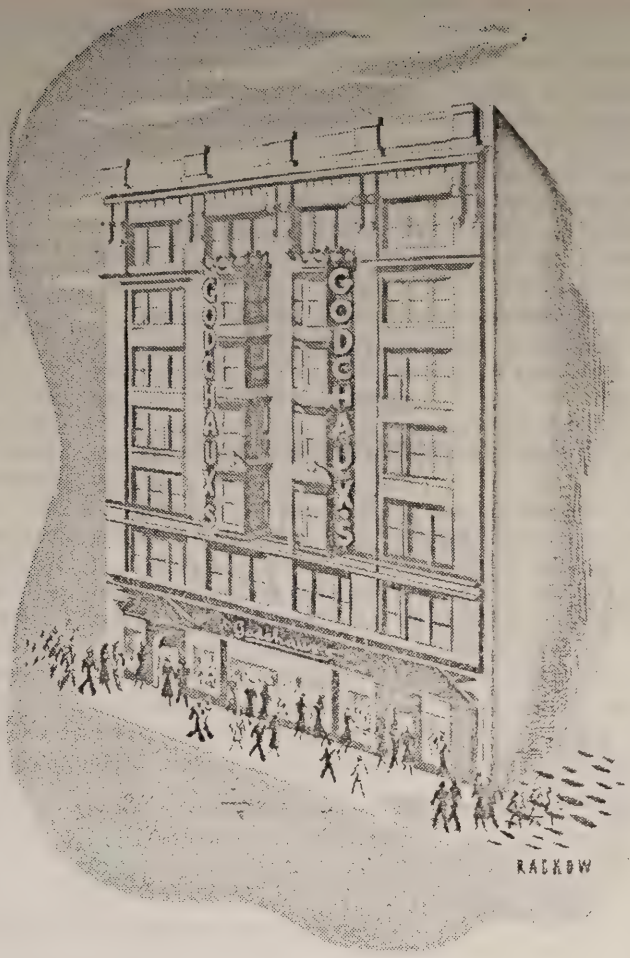


OAK STREET SERVICE STATION

JOSEPH E. HUMMEL, Prop.

Corner Oak and Leonidas Streets
WAlnut 1277



100 years ago, Godchaux's saw Carrollton become a town . . . saw it grow and prosper, become stronger and more enterprising . . . building a record of solid achievement. Now, on the 100th anniversary of Carrollton, Godchaux's extends hearty congratulations to a fellow Centenarian with an important future ahead.

Godchaux's

1840-1945

FINE APPAREL FOR MEN, WOMEN AND CHILDREN

Levees

As is true of all communities adjacent to the lower Mississippi River, of great importance to Carrollton was the matter of levees. Prior to the founding of the Town of Carrollton, at the time it was the Macarty Plantation, a break occurred in the levee, called a "crevasse", of considerable magnitude. This crevasse occurred in May 1816, causing the waters of the Mississippi to flood all of the section behind the levee extending as far back as the ridge of Metairie, and downstream to the City of New Orleans.

The first authentic data on this crevasse is obtained from the minutes of the New Orleans City Council, Session of May 6, 1816, written in French. The minutes reveal that the Mayor of New Orleans had "extraordinarily convoked the Council" . . . "to inform it that a crevasse or considerable break has just been discovered in the levee in front of the Macarty plantation about five miles above the City, and it was to be feared if it was not promptly closed, that a part of the city and the Faubourgs would be inundated, and to prevent such an inconvenience the consequences of whcih would be infinitely deplorable, he saw fit to request the council to authorize him to send a sufficient number of negroes,, and small boats to help effect the necessary works to close this crevasse if it is possible."

Daily meetings of the Council of New Orleans were held over a period of several weeks, to consider various means suggested for closing the crevasse. The Governor of the State appointed men to assist in plans for closing the crevasse. Wardens of St. Louis Church reported that the cemetery was flooded due to the Macarty crevasse. The Council authorized use of a "temporory piece of ground in rear of spot where Circus is now established", as burial ground.

John McDonogh offered to lodge residents flooded out of their homes in buildings on his plantation, with permission for cattle and live stock to pasture on the grounds thereof.

A group of men were sent to the ridge of Metairie where openings were cut to permit the water to flow into Lake Pontchartrain.

None of the proposed methods of stopping the crevasse were found to be practical, and apparently it stopped of its own accord when the level of the water in the river subsided, although a visitor to this section in 1847 stated that "Governor Claiborne had a vessel sunk in the crevasse which stopped it."

The first available reference to the levees at Carrollton, subsequent to its incorporation, as a Town, was on November 19, 1845, when it was decided to raise the height of the levee. Even though

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People of Carrollton,

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it was raised, it did not exceed four feet in height, according to the views of a visitor to Carrollton in February 1847, when he wrote:

> The levee at Carrollton is considerably higher than the plain upon which reposes the town. This great work that has occupied the labor, time, and enterprise of Louisiana for years, appears to afford a permanent and durable protection from the floods of the river. It will average four feet high and fifteen feet wide and follows the river in its winding course.
>
> A visitor, seeing no ditch from which the earth is taken to erect this artificial dyke, is at first at a loss to know where soil was obtained to make it. On the margin of the river a continual deposit is forming called "batture"; this is drawn back from the river and makes the levee. It soon becomes soil, and has given rise to much litigation, for ownership is exercised over it when formed.

For some years prior to 1851 there appeared to be a public demand for more secure protection from the waters of the mighty Mississippi, however, it was not until that year that pressure brought upon the town council caused them to agree that something had to be done in the way of protection.

It was during Mithoff's administration (1851-52) that a proposal to build a new levee was made, but on October 8, 1851, William Ricker, a member of the legislature, wrote to the council pleading with them not to build a levee until the legislature met because he thought the legislature would build it.

Apparently the legislature did not provide for construction of a new levee at that time, and the Mithoff council had to continue patching up the existing levee waiting for legislative aid which did not materialize, so that by 1853, during Edward Meegel's administration as Mayor, the town started construction of a new levee.

In the meantime, however, Mithoff's Council awarded contracts in 1851 for patch-work on the existing levee between Madison and Washington.

As Carrollton was not in a financial condition to construct an entirely new levee, financial aid was sought from the city of New Orleans, resulting in a loan of $12,000, apparently feeling that they were as much interested in the safety of the levee at Carrollton as the people of that Town themselves.

It is said that this $12,000 loan was merely a matter of form and remained undischarged until automatically cancelled by the union of the two cities in 1874, however, the City of New Orleans was amply repaid by the sale of dead end streets,

years after annexation, to private concerns. One such sale alone brought $33,100.

William H. Williams, the town surveyor, had drawn a plan for the proposed levee, which was to be eight feet high with a sixty foot base, the incline on the river to be gently sloping "so as to better resist the action of the waves". The new levee extended from Upper Line Street to Washington (now Monticello to Fern). In order to complete as much of the levee as possible before the spring rise the work was assigned in sections. One section was let to Henry Deibel, another to F. A. Rasler. Estimated cost was $4,265. plus a few hundred dollars to make it about six inches higher to allow for settling.

The erection of this levee brought up a point which was decided by the supreme court. Buildings had been erected along the river road, which had to be demolished or moved to make way for the new levee. The safety of the town from the waters of the river was at stake. Property owners in the path of the levee sued the Town. The Supreme Court declared "that the owners of property fronting on the Mississippi held it subject to the contingency of being occupied for the construction of levees; that in having their lands thus occupied, the owners were not deprived of their ownership or title, but were still owners as before, and that therefore the public were not required to pay for land thus occupied, since they merely used it under a servitude, without becoming the owner". The claimants, however, were declared entitled to compensation for the destruction of buildings or improvements and most of them received indemnity from the Town Council.

From time to time thereafter small sections of levee were rebuilt, until during the years 1909 and 1910 the present levee was built on ground approximately 600 feet in from the original levee standing in 1833.

On December 1, 1852 a special meeting of the Town Council was called to discuss the erection of a new levee between Burdette and Adams Streets. Other levees erected from time to time were:

1891—From Carrollton Avenue down

1894—Adams to Scott

1897—Scott to Protection Levee (City Boundary line at that time)

1893—Property excavated during high water to obtain earth from the Front Levees—Excavations from square Levee, Plum, General Ogden and Poplar (now Willow)

1900—Protection Levee to Short—Enlargement

1903—Adams to Short—New

On July 23, 1909 contract was signed for erection of a Levee extending from city limits or Monticello Avenue down the entire frontage of Carrollton at a cost of $155,418. This is the levee now

Joseph S. Montaldo, President Roy Martin, Exec. Vice-President
Edward F. Le Breton, Jr., Vice-President
J. F. Bordenave, Vice-President
George E. Martin, Secretary-Treasurer

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★ ★ ★
Levi Alexandri Heaton Was First Assessor of Carrollton—1845

fronting Carrollton, although a few years ago it was raised several feet. This levee has a base of about two hundred feet, and was originally between fifteen and seventeen feet in height, requiring 414,688 cubic yards of earth. It has a slope of 3-1 on the river side and 10-1 on the land side. It is protected on the river side by a creosoted revetment which required 280,000 feet of timber.

The first Ordinance pertaining to the Levees of Carrollton was adopted June 12, 1861, which provided among other things that "All persons are forbidden to ride, lead or drive a horse or other animal on the . . . levees". "are forbidden to place any stationary or permanent obstruction to the free passage of any of the public streets . . . or of the levee . . ." "are forbidden to take sand . . . from the batture, without a permit" . . . "and it shall not be lawful to move sand or dirt from the batture, to be taken out of the limits of Carrollton".

The levees at Carrollton and elsewhere in New Orleans are now under the jurisdiction of the Orleans Levee Board, which was established in 1890. under authority of Act No. 93, during the administration of Governor Francis T. Nicholls.

This Act provided that the Governor should appoint seven persons possessing all the requisites of a qualified elector in the parish of Orleans to serve as commissioners, four of whom were to hold office during the term of three years, and three for the term of six years. The other commissioners were to be ex-officio, the Mayor and Commissioner of Public Works of New Orleans forming a board of nine members. The seven Commissioners were to be appointed from the several municipal districts of the City. Chas. T. Yenni was Commissioner from the Seventh District (Carrollton).

The original Act provided for a tax on all taxable property in the levee district of "not exceeding one mill on the dollar of its assessed valuation". This tax, however, as early as 1892, was increased four fifths mill in order to construct new levees in the Sixth and Seventh Municipal Districts, and to pay the property owners whose property was damaged or destroyed in the construction of the levees.

Prior to building the present levee in 1909-1910, the method of construction was by moving the earth with a wheelbarrow and hand shovel. Construction of the present levee instituted a new method of moving the earth. Earth from the river side of the levee was scooped up with a power drag line scoop and thrown out towards the permanent location of the levee as far as the cable holding the scoop would permit. A steady stream of water was played on the earth thus deposited to cause it to slide into place. When this earth hardened it was then graded with horse and mule drawn grading scoop and hand shovels.

Parks

Located on S. Carrollton Avenue, midway between the Eastern and Western Boundary of Carrollton, or between the Mississippi River and the New Basin Canal, is a public park, about which more misinformation has been handed down throughout the years than any other public park in this section of the country.

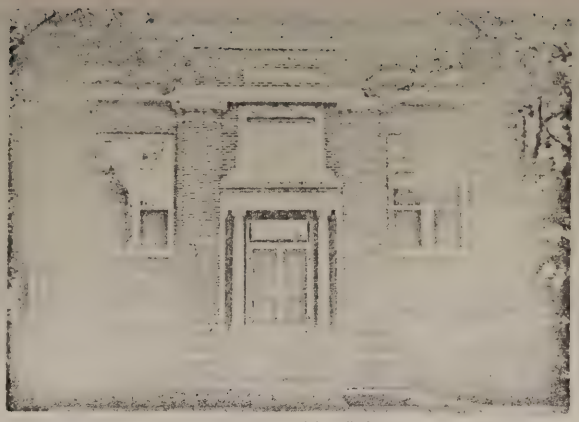
The story usually told, is that this park was donated to the City of New Orleans by a negro. Many of the stories relate how the park was to be used for some specific purpose. How these stories originated cannot be traced.

The present name of the park referred to is Palmer Park, located in the squares bounded by the present S. Carrollton Avenue, S. Claiborne Avenue, Dublin and Sycamore Streets. It was so named by Ordinance No. 1322—New Council Series, July 10, 1902, as a testimonial of Esteem to the memory of Dr. B. M. Palmer.

The history of this park dates back more than a century. On the original plan of the Town of Carrollton, this park appears as "Hamilton Square," probably in honor of Alexander Hamilton, after whom Hamilton Street of the original Town of Carrollton was named.

At no time since the land, which was later to become the Town, then City of Carrollton, and still later the Seventh Municipal District of New Orleans, La., was part of the Macarty Plantation has this "Square" been on the assessment books of either the Town, or City of Carrollton, or the City of New Orleans, for tax purposes.

In November 1861, the records of the City of Carrollton refer to the "intention of the original owners of Carrollton to dedicate" . . . "Hamilton Square" to the public use.



Nix Branch Public Library

Public Library

Known as the Nix Branch New Orleans Public Library, located on the corner of S. Carrollton Avenue, at Williow Street, stands Carrollton's Library, erected in the year 1930 with funds donated by the city of New Orleans. The site for the library was given by James T. Nix, John D. Nix and Ralph R. Nix.

IT'S TIME TO
TURN TO
A&P
FOOD STORES
FOR
HIGH QUALITY
AT
BOTTOM PRICES!
THE GREAT ATLANTIC and PACIFIC TEA COMPANY

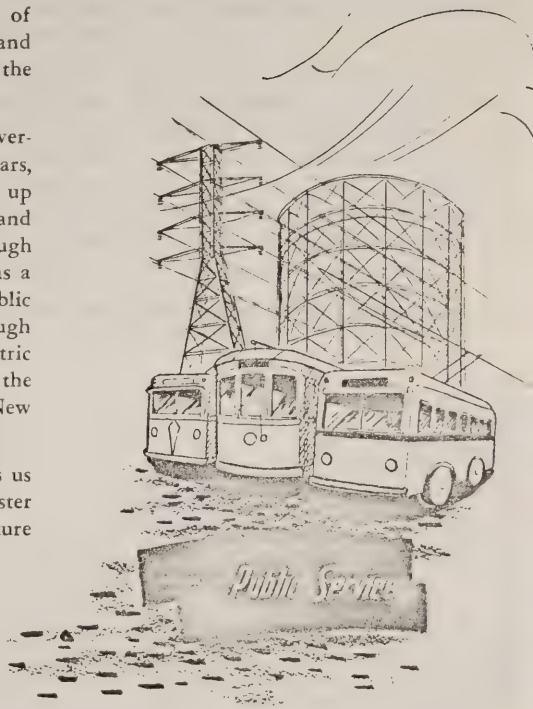
MY HOW WE'VE GROWN...

In 1835 when Carrollton was still a village—sparsely populated and just feeling its first spurt of growth—public transportation service had its beginning with a line connecting New Orleans and Carrollton.

The mule cars and steam dummy-drawn coaches of the New Orleans and Carrollton Railroad are a far cry from the present day electric cars, but early newspapers give flourishing accounts of the trips they made. The chief drawing card of the route was the famous old Carrollton Hotel at the end of the line with its shooting gallery, bowling green, cricket club and elaborate gardens.

In the same year, James H. Caldwell, an actor and theatre builder, founded the first gas company here and built the original gas plant,—part of which stands today—the same iron gate guarding the entrance and the same thick brick walls, 15 feet high, still surrounding the original square.

When electricity was born in 1882, Carrollton, already a part of New Orleans, witnessed the dramatic struggle of electricity and gas for supremacy in New Orleans and the slow realization of the city fathers that *each* had a job to do.



This year on March 10th Carrollton celebrates the 100th anniversary of its incorporation as a town in 1845. Through the years, Carrollton and public utilities in New Orleans have grown up together depending upon one another in their development and expansion. Much as a child grows so Carrollton has come through the stages—from a tiny village, incorporated as a town, then as a city and now as an integral part of a great metropolis. Public Transportation, Gas and Electric service, too, have come through many stages—from horse cars and steam dummies to the electric cars and buses of today,—from the gas jet and arc light to the automatic gas range and fluorescent lighting of the new New Orleans.

It's a history we're proud to share in—a history which inspires us to serve New Orleans with all the skill and energy we can muster in the postwar years—to fulfill the promise of a brighter future for all.

Business

Even before Incorporation of Carrollton in 1845, there seems to have been a flourishing business there. Of course, the Carrollton Railroad connecting with New Orleans was the source of the very flourishing transient trade for the Carrollton Hotel and Gardens, and the "coffee houses" which were later established. In 1856, out of 202 names listed in a directory, there were eleven "Coffee Houses" in operation.

The Carrollton Hotel was the subject of a lease for a period of nine years from April 1, 1840, which was undoubtedly the largest business transaction at that time, outside of the purchase of the land upon which Carrollton was established. The consideration was $27,000 at the rate of $3,000 per year. The lease was made by Laurent Millaudon, of Bourbon Street, New Orleans, and Joachim Kohn, of his brother Samuel Kohn residing in Parish, by authority of Power of Attorney dated January 20, 1835 issued in Paris, France, to Henry D. Richardson of Julia Street, New Orleans.

In addition to the Hotel Building, the following lands were included in the lease. Lot No. 1, 1500 feet on public road, 449 feet of Carrollton Railroad or Nayades Street (now St. Charles Ave.) on City side by Greenville line and on the other side by Clinton Street, on which lot are situated all buildings of former Macarty Plantation, sugar house, hospital, mill, stable, dwelling house and a part of the Carrollton race course thereon. Lot No. 2 and No. 3, 800 feet on river stretching back as far as the public road and Carrollton race course together with batture fronting said property.

Some of the conditions of the Lease were that the lessee shall use the premises as a good father of family, and keep in good repair the levee of the river Mississippi fronting the premises. Right was granted to establish brick yards on the premises, but restrictions were placed on the carting away of sand from the batture.

Apparently previous operators of the Hotel were Col. Oliver and John S. Walton, the former having began the "Eclipse" Race Course, mentioned in another Chapter.

Frederick A. Raslar, who, it is said settled in Carrollton in 1836, conducted a wood yard at the head of Monroe Street. In December 1845 a committee had reported that Raslar's building was partly on the Batture at Monroe Street, and recommended that it be allowed to remain.

Another of the settlers of 1836, Christian Winter is said to have started the first store for dry goods and clothing on Monroe Street, near Zimple St.

The first manufacturing business is credited to Solomon Cohn, who built a "rope-walk" at the corner of Levee and Cambronne Streets.

A record of January 28, 1846, indicates a "shanty" for Fish and Game was permitted on the Batture between Madison and Cambronne Sts.

A good description of the village is contained in an article written by Albert J. Pickett of Montgomery, Ala., as the result of a visit in February 1847. Mr. Pickett describes Carrollton as a "small place, but contains some fine residences; and there is a large public garden, tastefully laid out, belonging to the railroad company."

He continues: "The sale of wood seems to be the principal employment of the inhabitants. Rafts containing one hundred large logs about fifty feet long, almost entirely of ash, pinned together are floated down from all parts of the world above Orleans, from as high up as Missouri. While wending their way through the tortuous currents of the river, these raftsmen may be considered the most independent set of people that navigate the great watery thoroughfare. All boats and crafts avoid them and they have nothing to fear. A small hut of the most temporary character, made of boards, and sometimes the bottom of an old yawl turned up, is all the covering these amphibious and nondescript watermen have."

Continuing, Mr. Pickett writes: "Upon landing, the raft is sold to the proprietor of the wood yard. A log at a time is hauled upon the levee by large chains attached to a stationary windlass. It is then sawed into blocks four feet long, bolted up and put in cords which are sold for four dollars. At one of the wood yards, thirty hands were employed, and they sold $15,000 worth of wood per year."

As the town grew various types of business con-

Levee Street—First business section of Carrollton
—Courtesy C. Milo Williams

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NEW ORLEANS, LA.

Better Jewelers

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MORGAN LINDSEY

5c-10c Store

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When You Can't Find It Anywhere Else "WE HAVE IT"

cerns, usually found in small communities, were established, such as grocers, druggist, furniture store, combination grocery, dry goods and hardware, livery stable, blacksmith, cartmen, dressmakers, printers, shoemakers, tinsmith, tailors, lawyers, doctors, painters, carpenters, teachers, clerks, etc.

For a number of years the greater portion of business houses were along the river front, due principally to the fact that there were no means of communication inland, other than over the railroad connecting with New Orleans. By 1856 over fifty percent of the population lived on Levee Street, and on Dublin Street, within a block or two of Levee Street. As late as 1868 the grocery store farthest away from the levee was on the corner of Monroe and Fourth Street (now Oak Street). Dairies were as near to the populated section as Cambronne and Sixth (now Birch Street).

Flat boats were floated down the Mississippi River and landed at Carrollton, where their contents of various merchandise were unloaded and disposed of. The boats were then demolished and the lumber sold for building purposes. Many of the Carrollton homes of early days, some of them still standing, were erected of lumber obtained from this source. A tax of $2.50 was assessed against the owners of the flat boats for landing on the batture at Carrollton.

Ferry

Early in the history of Carrollton provision was made for Ferry service, between the Town and the opposite bank of the Mississippi River, by an Ordinance adopted October 8, 1845, which provided for transportation of persons, horses, carriages, etc. The Ordinance further provided that the exclusive privilege of keeping the ferry for two year periods be disposed of at public auction to the highest bidder. The first landing place of the Ferry was between Madison and Jefferson Street.

In October 1847 the franchise for the ferry was awarded to Louis Gordon for $710.00.

There is evidence that in later years a Steam Ferry operated from Carrollton, for at a meeting of October 23, 1867, a Committee reported to the Mayor and Council a Mr. Telson "the lessee of the Steam Ferry between this City and the Parish Right Bank, has failed to comply with his contract which was to commence on the 10th inst."

In October 1870, a resolution referred to setting aside a portion of the batture for "steamboat and freight business."

In 1871 the Tax Records of Carrollton, indicated the Carrollton Wharf, in Front of Madison Street, valued at $8,950.00.

At a still later date reference is made to a ferry starting from the foot of Joliet Street.

In May 1851 a local paper announced that the "Steamer Dan Boone landed at the wharf Monday."

Taxation on business

Taxation on business provided income for the Town. License fees ranged from $1.00 for a private vehicle, to $6.00 for a public cart, and $10.00 to keep a livery stable. To operate a general store, the license was $30.00 and $25.00 for a grocery store with permit to sell spirituous liquors, and $100 to operate a saloon, in 1851. By 1865 new lines of business were being taxed. It cost $2.50 to peddle coal, $2.50 to keep a fruit shop, $2.50 to operate a cake shop. A $5.00 annual fee had to be paid to practice medicine.

Insurance Company organized

On October 1, 1867, a Charter was granted for the Carrollton Insurance Company "To make insurance on dwelling houses, stores and every description of buildings, household furniture, goods, wares, mdse., machinery and other property against loss or damage by fire."

Capital stock was to be $100,000, shares $100 each, subject to being increased to $500,000. Board of provisional directors were F. Fischer, S. Pursell, F. Schuler, V. H. Ivy, John Kollman, N. Commandeue, R. Kollman, H. A. Schuermann, H. Heuchert, F. Schroeder and G. Herrle. By the end of the year the business conducted by the company amounted to $5,103.51. The Corporate Seal of the Company was "Protection." The financial statement was printed in English and German.

Advertisements appearing in Carrollton's first newspaper of the year 1851 gives a further idea of the type of business conducted:

C. Benoit, Coffee House—Carrollton, corner of Madison and Levee Sts.

Harmon Theiler, Union Coffee House, corner of Levee and Short Streets, Carrollton.

Jacob Godstine, Coffee House, opposite the Market, Carrollton.

John Betz, Grocery Store, Corner of Levee and Madison Sts.

The following advertisements appeared in the same issue:

Dr. Kisfy
Hungarian Exile

An approved physician from the Medical Faculty of New Orleans, Chief Physician of a Honved Brigade, has lately been the head prisoner in the Military Hospital in Mayland (Italie), he is acquainted with all diseases, the swamp fever is the same in his country as it is in the Southern Climate; he also performs surgical operations and cures most all private dis-

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* * *

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GOLDEN BROWN CHICKEN
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GRAND MEALS
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ROUND TABLE RESTAURANT
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MRS. RENEE TROYANI, Prop.

Oak Street Wine
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Sandwiches of All Kinds—Soft Drinks and Beer

8219 Oak Street New Orleans, La.

WAlnut 9435

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SEARS FIRST
for

- HARDWARE
- PLUMBING
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SEARS, ROEBUCK and CO.
BARONNE AND COMMON STS.
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eases. He recommends himself to the citizens of Lafayette and the public in general. Residence corner of Levee and Sixth.

Biscuit Bakery, and Confectionary

The subscriber has returned from Germany, bringing with him an assortment of Toys, for children and suitable for holiday presents, manufactured under his own supervision, inferior to point of quality or variety to no other stock in the Southern Country, which will be sold at very moderate prices.

Market

At a meeting of the Council of Carrollton held February 25, 1846, it was announced that a $5.00 prize would be awarded for the best plans and specifications, for a Market House, to be presented by August 12, 1846. The building was to be of wood, with a brick floor, 30 to 33 feet wide and 45 to 50 feet long, with a good well and cistern contiguous. not to exceed $500.00.

A committee unanimously accepted Rochus Kollman's plan for a market house and awarded him the $5.00 prize.

Apparently the Market House was not built until the following year, for on July 14, 1847 a Resolution was adopted for "widening Dublin St. for a Market, 30 feet, between Hampson and Second "provided a like amount be obtained from Gabriel Spahr."

Apparently the required ground was acquired from Spahr, for on October 27, 1847, a Resolution was adopted to erect a market house in the center of Dublin Street, 45 feet x 34 feet, forty-five feet from West Side of Second Street (now Maple). Contract was awarded to Heaton and Yeadon, for $580.00. A recommendation made on March 22, 1848 called for a "Plank Banquette around the market."

An Ordinance in relation to this market was adopted May 3, 1848 setting forth the rules under which it was to be operated, etc. One provision of the Ordinance is of interest in that for a violation of the Ordinance regarding the sale of meat elsewhere than at the public market, during the hours mentioned in the Ordinance, would subject the person in violation to a fine of $5.00, if a "free person," and "if a slave, the master shall pay the fine."

New Market

Evidently the Town outgrew the Market erected in 1847, as there was a demand for a new market along in 1871. The Carrollton Times of January 25, 1871 carried an article reading:

We hope the City Council will take under consideration building of new Market House

whereby we shall have a monument on Dublin Street.

This prodding on the part of the "Times" had good results, for a few years later a handsome new market house was erected on Dublin Street, which is well remembered by residents of Carrollton of today, which served up to 1916. John P. Hecker was the contractor for this last public market of Carrollton.

Since the days related in the foregoing pages business in Carrollton has undergone amazing changes, along with the change in the custom of its inhabitants. Where in the past there was a Public Market house, today, there are retail stores within easy walking distance of practically every section of the community, where provisions may be obtained.

Where its citizens obtained their daily needs from merchants on Levee Street, then on Dublin Street, in the neighborhood of the Public Market, they now look to Oak Street, Maple Street, or Apple Street for the majority of their necessities, with the socalled "Downtown" stores within easy reach by Street car, bus or automobile for their special needs.

Among the services available in Carrollton, for which there was no need in the early days, are automobile service stations, repair shops, radio repairs, etc.

JACK PORTER

Radio and
Electrical Appliance
Service

WASHING MACHINE REPAIRS

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Our Best Advertisement—
Satisfied Customers

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PHONOGRAPH RECORDS

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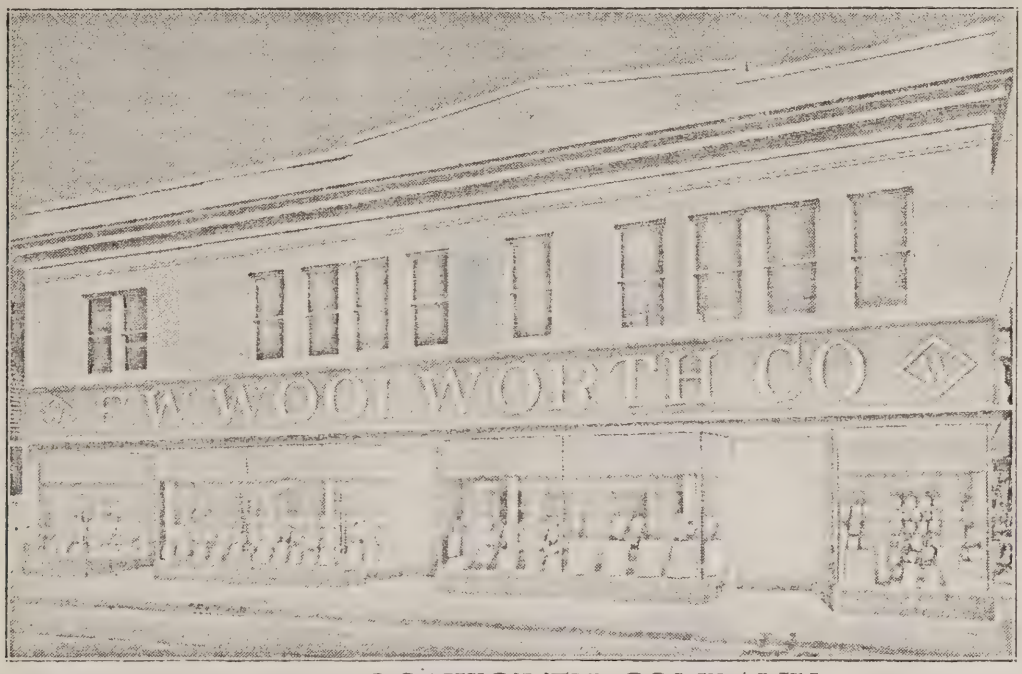

F. W. WOOLWORTH COMPANY

L. F. TADLOCK, Mgr. 8201-07 OAK STREET

"15 Years In Carrollton"

Maison Blanche
CARROLLTON

LOCATED TULANE CARROLLTON AIR LINE HIGHWAY INTERSECTION

- YOUR MID-CITY SHOPPING CENTER
  CONVENIENTLY LOCATED FOR SERVICE!

- OFFERING TRADITIONAL MAISON BLANCHE
  QUALITY IN MERCHANDISE AND COURTESY!

Use Your Maison Blanche Charge Account!
Pay Your Maison Blanche Bills Here!
Save Yourself a Trip Downtown!

STORE
HOURS

Mon. Thru
Thurs.
9:30 A. M.
to
6:30 P. M.

Fri. & Sat.
9:30 A. M.
to
8:30 P. M.

Amusements

Even before incorporation, Carrollton was recognized as a favorite spot for amusements of various kinds, easily accessible by the New Orleans and Carrollton Railroad.

Among these amusements were the races held at the "Eclipse" Race Course, within the limits of the Village of Carrollton, situated in the lower section, between the river and First Street (now St. Charles Avenue), in the vicinity of Clinton St. (now Cherokee St.). The dummy line of the Carrollton Railroad passed the gates of this course, which was formed in 1836 and opened for the spring races of 1837.

Associated with Col. Y. N. Oliver who began the course were Hon. Alexander Porter, President; Dr. D. C. Ker, John Slidell, Cuthbert Buillit and H. C. Cammack, vice-presidents; John Hagan, Gen. Minor Kenner, C. M. Jones, Col. W. Christy, Charles Clegg, R. Hagan, Peter Cenas, Dr. Beatty, W. H. Palfrey, Thos. M. Doyle, George Merrick and S. M. Reed, Stewards; James H. Sterret was Secretary; Y. N. Oliver was Treasurer and N. Y. Oliver, Proprietor.

The Race Course was as well patronized as any in this country. During the racing season inhabitants of neighboring states, from great distances would flock "hither to participate in the sports of the turf." Much praise was bestowed upon arrangements on the occasion.

An early writer made the following comments relative to the course: "Even here, as in many other countries the ladies, by their presence, have given their countenance and encouragement and the course usually is "gemmed by the rich beauty of the sunny south."

The December 4, 1838 issue of the Picayune referred to the track being in bad condition, and the getting to it worse, due to continued rainy weather, deterring hundreds of citizens from attending the first day at the Eclipse Course.

The New Orleans Bee, issue of March 11, 1844, had the following announcement:

> Carrollton, Eclipse Course
>
> Previous to the main race, a match race for $400 a side, mile heats, will come off between Messrs. Lecompt and Company's "Laura" and Mr. Lin Cook's "Hardened Sinner."

The Daily Picayune of April 8, 1845, contained the following news item:

> The Association Races commence today on the Eclipse Course. The first race is a sweepstakes, to which there are seven subscribers . . . This is one of the great events of the week . . . The sport cannot fail to be excellent."

On April 9, 1845, we find The Daily Picayune again referring to the events at the Eclipse Course:

INSURANCE

★ ★ ★

GODCHAUX & MAYER

817 Union St.

NEW ORLEANS, LA.

C. A. ROBINSON

Watchmaker—Jeweler

8318 OAK ST.

★ ★ ★

Religious Articles and Gifts

Arnold Womac

ARNOLD'S BARBER AND BEAUTY SHOP

Located on Oak St. for the Past 15 Years

Continues to Serve His Customers in the Most Efficient Way

ARNOLD'S

WA 7055

WHITNEY RESTAURANT

Sandwiches—Plate Lunches—Cold Drinks

* * * *

1132 S. CARROLLTON AVENUE

There is a great deal of heavy play or pay betting between the Boston filly and an own sister of Sarah Bladen . . . The road connecting the new shell road with Carrollton is now in excellent order, for the accomodation of such as prefer to go out to the races in carriages instead of taking the railroad cars."

Boating seemed to come in for its share of enjoyment in Carrollton as far back as January 1839, judging from an item in the Picayune of January 8, 1839, reading in part:

"The first regular regatta ever had in New Orleans came off at Carrollton between two crack boats from Mobile . . ."

The principal source of enjoyment for the pleasure seekers from New Orleans and surrounding territory was unquestionably the Carrollton Hotel and Gardens operated in connection therewith.

Among those of prominence visiting there were Thackeray, the novelist, who banqueted during his visit to New Orleans in 1856. Boulanger, the French General was also entertained there, nearly thirty years later. In February 1882 John L. Sullivan trained at Carrollton Gardens for his fight with Paddy Ryan, which took place at Mississippi City on February 7, 1882, and resulted in a victory for Sullivan in 9 rounds.

Until 1852 when the first engine house was erected for Carrollton Fire Co. No. 1, there was hardly an affair of any consequence which did not wind up at the Carrollton Hotel and Gardens. That the Gardens were an attractive meeting place for both young and old is shown in the following article appearing in the Carrollton Star of July 12, 1851:

Despite the heat of the day, we had quite a spirited celebration of the glorious Fourth all to ourselves. The citizens of our town turned out en masse to witness the exercises of the public of our schools in the large Salon of the Carrollton Garden, conducted by D. S. Oliphant, Superintendent. The exercises consisted of reading and speaking, and did credit to our youths of both sexes, and gave general and unbounded satisfaction to all present . . ."

The extent of the entertainment at the Carrollton Hotel is shown by a permit authorizing Martel Paulet "to have Company target shooting in grounds about his hotel" granted October 8, 1845.

That visitors from considerable distance were attracted and agreeably surprised at what they found at Carrollton, is shown in a story from a visitor here in February 1847 from Montgomery, Ala., who wrote:

Of the various delightful rides in the environs of the city (New Orleans) none affords so much interest as the route to Carrollton. You reach that place on a railroad, . . .

It is impossible to conceive a more interesting level than this, for as far as the eye can reach, objects of both nature and art are most agreeably presented . . . And next you see spread out upon this beautiful plain, heads of cattle and sheep grazing upon the soft green sward, which none but the alluvial bottoms of the noble Mississippi can afford in such inviting varieties. . . .

The road passes by many handsome seats and villas, the style of which at once indicates the taste and wealth of the inmates. While enjoying this interesting ride my mind suddenly fell back upon Orleans, and was at once wrapt in thoughts of futurity. An hundred years hence, where now browze those innocent cattle in undisturbed silence—where now grow the green grass, "the vine and the fig tree"—will then be occupied by churches, towers, hotels, and theatres!"

Circus

Occasionaly a circus would be in the vicinity of Carrollton, when it would include this town as is evidenced by the following notice in the Star of November 29, 1851:

Spaulding Circus—performances are excellent, good riding, extraordinary equestrian feats, the richest jokes, the exhibition of unequalled dexterity and muscular strength, songs and music.

Firemen's Parades

As is customary of many small communities, Volunteer Firemen Parades, ending with a banquet at their company hall, was quite a common occurence. Carrollton was no exception to this custom, as is shown by the following article in the Star of October 4, 1852. Commenting on the celebration of Carrollton Fire Company, No. 1:

. . . There were seats for about 100 persons which were all filled by the company and their invited guests, the table literally groaned under the weight of Roast Pigs, Turkeys, Ducks, Chickens, and Wines of all descriptions, and a few more such might have weighed it down . . .

Masquerade Ball

Masquerade Balls were often held. The Sentinel of November 1, 1873, reports one of such balls as follows:

Ye light trippers of the "fantastic toe" will bear in mind that in New Year's eve, our gallant Independent Fire boys will give a grand fancy dress, masquerade and firemen's ball . . . You will also have an opportunity of "tripping" the old year out and the new year in.

Flying Horses

In May, 1864, John Schoebel was given permis-

Serving Carrollton for 20 Years

With

QUALITY MERCHANDISE

BUSTER BROWN SHOES

and

INFANTS' AND CHILDREN'S

READY-TO-WEAR

* * * *

HAASE'S SHOE STORE

and

Haase's Young Folks Shop

8119-21 OAK STREET

FOTO'S

1000 SOUTH CARROLLTON AVENUE

Established 1929

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If Satisfied With Your Present

Carry On—If Not, See Us

▼

FRUITS — VEGETABLES — FRESH MEATS —

GROCERIES — FROZEN FOODS

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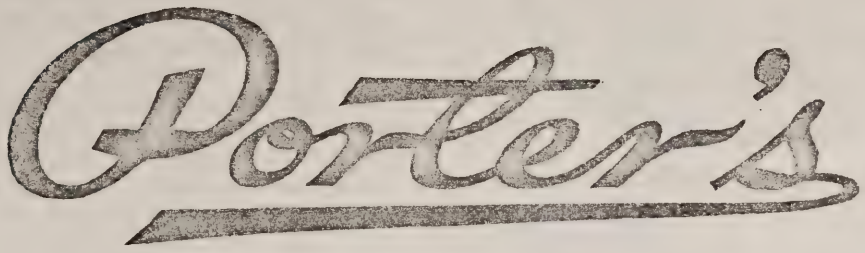
WAlnut 3104

Compliments of the

American Creosote
Works, Inc.



You pay no more for Porter's Dependability

Carondelet and Gravier Sts.

RAymond 7124

New Orleans

sion to put up his Flying Horses in the city for daily performances, provided he paid a license of $20.00 for the balance of the year 1864.

A visitor to Carrollton from Mississippi in the 1860's in referring to the Carrollton Gardens said "The grounds were beautiful with many plants, hedges, etc. tables and chairs, scattered about for the serving of refreshments. There I saw the first hedge puzzle, and I think it was more difficult than the one at West End years later. The grounds were, of course, open to the public; many of our best entertainments were given there."

Schroeder's Beer Garden

Another "Garden" which vied for the trade of pleasure seekers from New Orleans was "Schroeders." In 1865 is was known as "Schroeder's Beer Garden." During the military rule in New Orleans following the close of the Civil War, Schroeder's Garden attracted visitors seeking entertainment which was limited in New Orleans "owing to the still prevailing military ordinances, Sunday entertainment is yet limited . . . especially Theatre performances are thereby prohibited" according to the Daily German Gazette of October 24, 1865.

The Gazette said further:

"As a result recreation seekers, who believe in enjoying free nature on Sundays in the blessed surroundings of New Orleans, discovered such a hamlet in Carrollton with Mr. Schroeder's beautiful garden. This is a spot where the temple of nature is yet provided with the art of Music. The New Orleans Male Chorus, not so very long in existence furnished the numerous assembled audience with its very best renditions of quartet songs whilst a military band filled in the intermission with lively tunes.

"This little trip to Carrollton and this famous treat came to us as a surprise and we suggested to Mr. Schoeder, in the interest of all concerned and those who care to indulge in such amusements, in the future to advise the New Orleans public of such rare treats."

Dances and Balls, with occasional picnics, entertainments at schools, halls of the volunteer fire companies, and family or neighborhood gatherings, with occasional trips to West End in later years, or to the theatres of New Orleans, was about the limit of entertainment for people of this section until the coming of the Motion Pictures.

Carrollton's First Motion Picture

The first motion picture show in Carrollton was one established in the old Olympia Hall, located on S. Carrollton Avenue, corner of Oak Street, now occupied by the Carrollton Branch of the Whitney National Bank, and by the Gymnasium of the Mater Dolorosa Parochial School, in the year 1908.

BEATRICE SHOP

"A Smart Place to Shop"

* * * *

Ladies' Ready-to-Wear

* * * *

GERTRUDE C. BROUSSARD

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Leaders Since 1888

OAK ELECTRIC

Radio and Electric Service

EVERYTHING ELECTRICAL REPAIRED

M. ANDRUS, Prop. 8116 Oak Street

WA. 9420

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LITTLE DUTCH ANDRUS

and His Orchestra

MUSIC FURNISHED FOR ALL OCCASIONS

WAlnut 9420 WAlnut 1604

Even now at this early time since the first Motion Picture Show, it is interesting to look back to the old silent pictures, with a break between each reel, when a sign would appear on the screen "One Moment Please the Operator is Adjusting the Film" compared to our present day Sound Movies, which may be enjoyed in air conditioned theatres of which there are now four in Carrollton.

Property Value

The tremendous growth in the valuation of taxable property in Carrollton may be observed in the following figures, commencing with the year 1846, when assessed valuation of real estate was $406.-890. Slaves were taxable at that time also, and included in the assessment records, on a tax rate of $1.00 each for the 117 slaves listed.

By 1851, the assessed valuation increased to $809,895, the tax rate on which was one per cent. By 1870 the assessed valuation increased to $1,546.-130, plus $111,350 which was exempt, for a total of $1,657,480.

The assessment values for the year 1939 were $8,216,855 for the land, and $13,997,020 for improvements, for a total of $22,213,875, exclusive of personal property amounting to $4,429,520.

Phone WAlnut 5056 WRECKER SERVICE

FERN AND HICKORY GARAGE

C. Van Fleet, Proprietor

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Gasoline, Oils and Lubrication

PAN-AM PRODUCTS

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NEW ORLEANS, LA.

When You Want

QUALITY SHOES

Come to Our Store

We are doing our best to get good shoes and will try to as long as we can.

• •

Distributors of

POLL PARROTT and STAR BRAND SHOES

• •

WEIL'S SHOE STORE

8206 OAK ST.

Water Supply And Sewerage

The ease with which we now simply turn on a faucet and get an unlimited supply of clear, pure water for drinking or any other purpose, or push a lever to have our sewerage carried away through miles of pipes, may be better appreciated by comparison with the water and sewerage problems of the early days of Carrollton.

For its water supply, until 1909, Carrollton depended mainly upon water caught from roofs by metal or wooden gutters attached to the eaves of buildings, conveyed to cisterns built of cypress wood above ground.

Wells dug in yards of some of the residents were also a source of supply of water for drinking and other purposes. Many epidemics of yellow fever and other diseases were directly traceable to these methods of water supply.

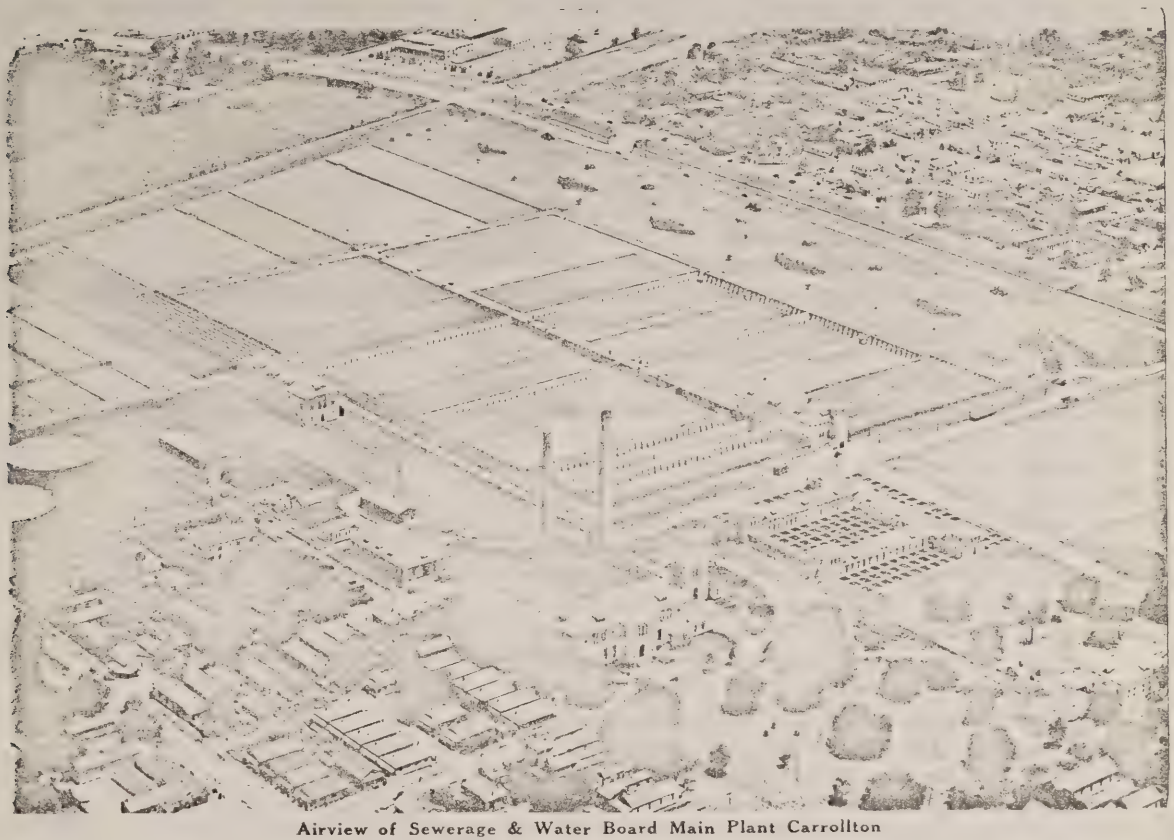
In order to curb these epidemics to some extent, some years ago owners of cisterns were compelled to place screen wire around the opening between the roof of cisterns and their sides.

The only sewerage facilities were cesspools which had to be cleaned out periodically, or covered, and new ones dug.

Open ditches were the only means of carrying off rain water in the streets. An ordinance adopted January 13, 1847 provided that all ditches on the streets at right angles with Canal Avenue, be three feet wide on top, one foot deep below the general level of the land, and one foot wide on the bottom. Ditches leading to the woods were to gradually increase in size; commencing from the public road to Levee Street, with two feet width on the top, one foot depth, and one foot wide on the bottom; then to increase each square, or every three hundred and fifty feet in length, six inches in breadth, until they were three feet wide on the top, and eighteen inches wide on the bottom; then three inches deeper in each square, till they were two feet deep, when the ditches were again to be dug three inches wider for every square nearer to the woods, till they were four feet wide on the top, two and a half feet wide on the bottom, and two feet deep.

Bathing in the river was prohibited during the daylight in front of the city by an ordinance adopted June 12, 1861.

To fight fires, which were numerous on account of the wood shingle roofs covering most of the buildings in the early days, the volunteer firemen had to use water from such sources available, such as from cisterns, wells or open gutters. Prior to the



Airview of Sewerage & Water Board Main Plant Carrollton

digging of special wells in 1874 some of the water for this purpose was obtained by having a pipe running over the levee at the Mississippi River, and siphoning the water into the open ditches. The ditches would be blocked off with mud so as to accumulate sufficient water to fight fires.

Quite often in dry spells the cisterns would dry up, and water had to be carried from the river for drinking or other use.

Fire Wells

In January 1871 a movement started towards the sinking of wells for fire fighting. On the 25th of that month the citizens petitioned the city officials for such wells at convenient locations for that purpose.

It was not until three years later however, that on January 7, 1874 a contract was awarded to James Rodgers for digging twenty-five wells at "convenient points in the town" to supply water for the fire companies. These wells were dug in the center of the streets. They were covered with stout boards, with a door to enable the firemen to obtain the water. The wells were dug by hand at a cost of $700 for each well. The method used was to fill up a wheel-barrow, then raise it by means of a block and tackle drawn by a horse or mule, and wheeled away to nearby vacant lots or to other sections of the street. During protractive dry weather these fire wells often furnished water for use of the residents of the town. Occasionally the wells would dry out for lack of rain.

MEYNIER AND DILLMAN
HARDWARE CO., INC.

Business in Carrollton for 25 Years

7724-30 Maple St.

NEW ORLEANS 13, LA.

WAlnut 2545

Sewerage and Water Board

As far back as 1871 there was a movement on foot to erect a water works in Carrollton, to which the residents did not take very kindly, judging from a news item of January 25, 1871, which read:

> Some of our City Council got together some time ago and discussed the propriety of erecting a water works, as the cisterns were getting so dangerous. The citizens held a meeting and passed a resolution to the effect that the council was trying to flood the city, when the question was entirely postponed.

It was not very long thereafter, however, that this subject was revived, for The Daily Picayune of October 1, 1871, acknowledged receipt of a "very neatly gotten up pamphlet containing the prospectus of the Carrollton Holly Water Works Company." In a later issue further reference is made to the "Holly" system of water purification, "now about being introduced into Carrollton."

The main advantage of that system as compared with the old was, said the Picayune of October 17, 1871, "perfect uniformity of flow direct from the underground pipes without the use of a reservoir." The article referred to the water from the river as being filtered "crystal pure."

Apparently nothing developed from this early effort to establish a Waterworks in Carrollton, and the old time cisterns and fire well continued in use, until in 1899, Act No. 6 of the Extra Session of that year, provided for creation of the Sewerage and Water Board of New Orleans. This act was voted on by the electors throughout the State and became a Constitutional Amendment.

The Board is composed of thirteen members: The Mayor of the City of New Orleans, the Commissioner of Public Finances, the Commissioner of Public Utilities, and the Commissioner of Public Property; The President and one other member of the Board of Liquidation, City Debt; and seven property taxpayers, one from each Municipal District, appointed by the Mayor with the approval of the Commission Council, each serving for an overlapping term of twelve years. B. C. Casanas represents the Seventh District, formerly the City of Carrollton, on this board.

A careful study of methods for treatment for the purification of the muddy water of the Mississippi River was made in 1900 and 1901, and a process of softening by chemical treatment was found that now provides Carrollton and the other parts of New Orleans with an abundant supply of clear,

pure water of the highest and most desirable quality, comparing favorably with the best in the United States and at all times greatly exceeding in quality the standards of the United States Public Health Service. This water has to be delivered through the City distribution system by direct pump pressure and continuous pumping, since there are no possible elevated reservoir sites.

The Main Water Works Plant, at which the water supply is purified, occupies an area of 74 acres and is located in Carrollton, where thousands of people from all over the world have visited it to marvel at its wonders. Visitors are not allowed at the plant now due to restrictions imposed as a result of the present World War in which we are engaged. An exception to this rule was made the early part of November 1944 when the purification plant was inspected by Abelardo Gonzalez, Mexican National Railways engineer, and D. M. Booth, mechanical officer of the United States railway mission in Mexico, on their tour of pumping stations and railway equipment manufacturing plants of the United States.

The Plant is connected to the Mississippi River by three large water intake pipes, the diameter of two of these being 48 inches, and the third 72 inches. Through these pipes the raw river water is pumped to the reservoir system of the Purification Plant. This pumping is performed by three steam engine driven low lift pumps having a total capacity of 120 million gallons per day. Also available for performing this same pumping are three electrically driven pumps (the combined capacity of any two of which is equal to 150 million gallons per day) installed in the Low Lift River Pumping Station, an adjunct to the Water Works Plant, located near the river end of the intake.

When raw or untreated water reaches the reservoirs, it is settled, treated, filtered and chlorinated, and then pumped directly into the water distribution system.

For its purification process the Plant is provided with 18 reservoirs and 28 filters. The reservoirs occupy an area aqual to 36 acres, and have a total capacity of 146,350,000 Gallons.

The clay slurry resulting from the treating of the water is pumped through a 20 inch pipe back into the Mississippi River. The 28 filters have a total filtering area of 40,068 square feet. When operated at rated capacity, they are capable of filtering 112 Million gallons of treated water per day.

For pumping the purified water into the distribution system, the plant is equipped with four steam driven pumping engines—each with a capacity of 20 million gallons per day—and two electrically driven pumps—each with a capacity of 40 million gallons per day—making a total available pumping capacity of 160 million gallons per day. These pumps maintain a constant pressure of 70 pounds per square inch at the Plant. A new Pumping Station at Panola and Leonidas Streets was recently completed. There are two centrifugal motor driven pumps in this Station each with a capacity of 50,000,000 gallons per day. This Station, which was put in service in 1938, further augments the high lift pumping capacity. There are 825 miles of mains ranging in size from 4 inches to 48 inches in diameter. The water is consumed through about 100,000 services, ranging in size from 5/8 inch diameter to 16 inches in diameter. Practically all of these services are metered.

The Plant, which cost about $9,000,000, is now serving possibly 130,000 premises, with about 154 employes in Carrollton, and went into operation in 1908.

Sewerage

From the old unsanitary system of individual cesspools, we now have a modern sewer disposal system connected with the other parts of New Orleans. Through miles of pipes ranging from 6 inches to 7 feet in diameter, sewage, consisting of polluted waste water from houses, factories, etc., is conducted from thousands of premises and discharged into the Mississippi River well downstream from the City, from where it flows into the Gulf of Mexico with the aid of the strong current of the river.

Thanks to the People of Carrollton for

Patronage for Many Years

• •

W. A. WHITELY

8216 OAK ST.

Established 1914

Compliments and Best Wishes from

M. Geo. De Lucas, President

H. A. Bursley, Jr., Secretary

JACKSON HOMESTEAD

1101 American Bank Bldg.

RA. 7095-96

★ ★ ★

"Where Service and Friendship Meet

With Every Financing Need"

Compliments of

W. J. PRECHTER

and

R. M. PREIS

Drainage

The problem of drainage has been a major one in Carrollton, as with other sections of New Orleans. With the exception of the ground immediately adjacent to the original levee which protected Carrollton from the water of the Mississippi River, which was somewhat higher than that in the rear of the town due to the constant overflow of the river prior to building levees, this section consisted of swamp lands about seven feet below the level of that bordering on the river.

While the comparatively small open ditches previously mentioned was capable of carrying off the rain water from the inhabited section of the Town, bordering the river, the drainage of the swamp lands in the rear was a more serious problem.

To carry off the water of the swamps required the digging of extensive canals to collect the water from its surface and the erection of machines to lift the water from the canals into Lake Pontchartrain. A small municipality as was Carrollton could not undertake this work alone, therefore the Louisiana Legislature was appealed to, resulting in the passing of Act No. 165 of 1858, which provided for "leveeing, draining and reclaiming swamp lands in certain portions of the Parishes of Orleans and Jefferson."

This Act provided for three Drainage Districts, the second of which pertained to Carrollton, and included the following portions of Orleans and Jefferson Parishes—beginning at the Mississippi River, at upper side of Julia Street, along Julia Street to Mobile Landing; along said landing to Delord Street, along Delord Street and the upper side of the Canal of the New Orleans Canal and Banking Company (better known to us today as the New Basin Canal), following said canal to Lake Pontchartrain, along the shores of said lake to the Jefferson and Pontchartrain Railroad, following said road to the river Mississippi and following the banks of said river to the starting point.

For carrying out the provisions of the Act a Board of Commissioners was appointed for each District; each Board consisted of five persons, residents of the district for which appointed. The second District, which involved Carrollton, was to be composed of five persons to be appointed as follows—two by the Mayor of New Orleans, one by the council of the City of Jefferson, and one by the Police Jury of Jefferson Parish and one by the Council of Carrollton.

The boards of Commissioners were vested with rights and powers necessary to thoroughly drain the several Drainage Districts and to that end "shall have the right to enter on the lands and of placing thereon their engines and machinery and of freely passing over and using the same, digging necessary

OAK ST. HARDWARE STORE

A. Correjolles, Prop.

Devoe Paints

WA 7079 8123 OAK ST.

THICK— TENDER— JUICY— STEAKS and CHOPS SERVED SIZZLING HOT

★ ★ ★

TUCKER'S TAVERN

Marion R. Tucker, Prop.

1009 Jefferson Hiway CE 9190

JEFFERSON PARISH, LA.

canals and drains, necessary embankments and levees, and all things lawful to be done in draining, cleaning and reclaiming the land within said districts."

The Commission was authorized to cut canals and drain through streets and squares; in event any street selected for the location of a canal was too narrow for a draining canal and public highway, they were authorized to widen the streets. This provision probably accounts for the fact that the canal along Dublin Street was dug on the South side of the street.

The Commission had powers of assessment upon the drained lands, not to exceed $350,000 for any one district.

From the funds provided by this Act, the drainage canals on Tenth Street, now S. Claiborne Ave., Dublin Street, Fourteenth Street (now Oleander), and the Upper Line (boundary between the present Jefferson Parish limit and Orleans Parishes), were dug.

Carrollton was represented in the Board of Drainage Commissioners first by Charles W. Muncaster, and later by William H. Williams. The drainage works went into active operation in 1867.

A pumping station was located on Dublin Street between what is now Oleander and Colapissa Sts. and pumped the water from Doublin Street Canal to the Fourteenth or Oleander Street Canal.

The digging of these canals made a virtual island out of the territory bounded by what is now S. Claiborne Avenue, Dublin, Oleander Sts., and the Orleans-Jefferson Parish Line, and is even now referred to as the "Island" by some of the older residents of Carrollton.

Modern Drainage

Most of the open canals have been closed since the Sewerage and Water Board came into being, with its miles of underground drainage pipes, however, many of them have been lined with wood, some are masonry lined and covered, others built of reinforced concrete, often, under the roadway or streets. The largest are twenty-five feet or more in width. To keep the water moving in these canals and in the drains tributary to them, there are probably the greatest aggregation of low lift pumps that has ever been assembled within an equal area anywhere.

Whereas before installation of present drainage system, rain water remained in open gutters and on mud streets for days at a time, the water from ordinary storms is removed from the surface as fast as it falls, and even the water from extraordinary storms is removed so rapidly that very little inconvenience is experienced due to the temporary flooding of streets.

Plan well for peace . .

The economic destiny of the midwest, more than that of any other region in the United States, is linked with foreign trade. To grow and prosper, that foreign trade must be firmly based upon a strong, fast modern United States Merchant Marine, privately operated under the American flag.

What is the postwar future of our twelve billion dollar Merchant Marine? Now that we possess the world's greatest merchant fleet, reckoned by the U. S. Maritime Commission at approximately thirty million tons, what ships shall we keep in service, what ships shall we charter to foreign lines, what ships shall we lay up in a safe storage? On the answer to these questions depends our position in commercial shipping. For if we transfer to foreign powers the bulk of our fast new vessels of the "C" and Victory types, retaining only a few million tons of the older, slower and less efficient Liberty ships, we shall have deliberately crippled our foreign trade.

Keep all our fast new ships! That is the policy which fulfills our needs in national defense and promises our only hope for increased foreign trade. To the 22 states of the Mississippi Valley empire, that policy is essential. No blueprint for the midwest's program can be designed without taking into account this basic fact about our foreign trade—a vast business by which one-fifth of all American workers earned their livelihood before Pearl Harbor.

Be armed—with facts—against propaganda from foreign trade rivals who would persuade us "we can't afford" to operate our fast new ships because of our higher costs, due to the American standard of living. That argument is sheer fiction, as is the whispering campaign against the so-called "shipping subsidy." The plain fact is that all subsidies were terminated in 1936 with the establishment of the Merchant Marine Act, which merely provides for strictly-controlled parity payments for the benefit not of the ship operators, but of the officers and crews. For a period of five years, from 1938 to 1942, these parity payments, in compensation to officers and crews of twelve U. S. shipping companies operating 163 ships of all types on world-wide routes, amounted to but $2,730,000 a year net—and even this sum was subject to recapture by the government.

Fix these facts firmly in your mind, and discuss them with your friends and business associates. In doing so you will be performing a patriotic duty—aiding the midwest to develop a foreign trade that will assure jobs and a rising standard of living for the region.

Delta Line

MISSISSIPPI SHIPPING COMPANY, INC. ★ NEW ORLEANS

CHICAGO—140 So. Dearborn

NEW YORK—17 Battery Place

New Basin Canal

As much a part of Carrollton as was the Levee, protecting it against the overflow of the Mississippi River, was the canal and adjoining shell road of the New Orleans Canal and Banking Company, forming the Eastern boundary of the Town of Carrollton.

Its history antedating that of Carrollton, goes back to the year 1830 when a group of farsighted business men saw the need of an additional waterway to enable the boats plying the waters of Lake Pontchartrain and tributary waters to reach the business district of the City of New Orleans.

The activities of this group resulted in the passage of Act 18 by the Louisiana Legislature of 1831, approved March 5th of that year, which authorized the formation of a company to build such a waterway. Although commenced over a hundred years ago, it is still known as the New Basin Canal.

This company was authorized to have a Capital of $4,000,000 with shares of $100 each, "for the purpose of constructing a canal from some part of the city or suburbs of New Orleans above Poydras Street to Lake Pontchartrain."

The Canal was to be 60 feet wide at the top of the water and of sufficient depth to admit vessels drawing 6 feet of water. The Act provided for tolls of 37½c per ton cargo capacity of the vessels.

With authority provided by the Act of 1831 the New Orleans Canal and Banking Company was born, for the construction and operation of the New Basin Canal.

It is said that the canal was dug by Irish immigrants, and that thousands of them died from cholera that broke out among them. Part of the Act of 1831 was amended in 1848, to provide for construction of a levee on the upper side of the Canal to protect from overflow, in the event of the Mississippi river breaking through at any point above.

This amendment also provided for a road not less than 25 feet wide, along the shore line of the canal, to be covered with sand, shells or other hard substance to make it available at all times for carriages to travel thereon, and for the erection of one or more toll gates on the road. Tolls were from 6½c for a man and horse to 25c for a coach, phaeton, or other four wheeled carriage.

This shell road is well remembered by many of the residents of Carrollton of today, and it was not until the year 1910 that the toll for using the road was discontinued.

The Canal is still in use, though on a more limited scale than in former years, as is the road along the Canal, which is now paved with asphalt and affords a nice ride by automobile out to West End on Lake Pontchartrain.

Population

During the first year of its corporate existence Carrollton provided for taking a census of the inhabitants. An Ordinance adopted March 11, 1846, provided that the Commissary take a census each year, to show the number of persons by various age groups, including their occupation or profession.

The census of 1847 showed a population of 1032. The following year it had increased to 1233, of which 181 were slaves and 77 free people of color. The assessment records of 1845 indcated there were 117 slaves. In 1849, the population increased to 1385. By 1853 it was 1885, of whom 126 were slaves. In 1860 there were 2382 people, of which 238 were slaves. In 1861 the population was 2776, of which 237 were slaves toiling, 11 in jail and 99 free negroes. By 1870 the population had increased to 3008.

Subsequent to annexation to New Orleans in 1874, no separate census record of Carrollton is available, however, registration records give us some idea of the population and the trend of growth away from the Mississippi River to the rear section of the community.

In 1896 the number of voters registered in the 16th and 17th Wards, comprising the section which was formerly the City of Carrollton, were 2,944. Using an estimate of four citizens for each voter, there would have been approximately 12,000 resident in that year.

On October 18, 1944, there were a total of 15,112 voters registered in these two Wards. Figuring on the same basis as in 1896, there should be approximately 60,000 residents, in the area formerly the City of Carrollton, for the year 1944.

The trend in population away from the river is clearly shown in the following figures. In the registration of 1896, there were three precincts in the 17th Ward and two in the 16th Ward. In the 1st precinct of the 17th Ward there were 852 registrations, and in the 16th Ward 633 registrations. In 1905 the registrations in these two precincts, which were adjacent to the river, were reduced from 852 to 429, and from 663 to 143.

Similarly in the second precinct, the registrations were reduced from 914 in the 16th Ward, to 312, but increased in the 17th Ward from 377 in 1896 to 396 in 1905.

Removal of the Levee back several hundred feet, and clearing off the site of the Illinois Central Railroad, which now runs at the base of the present Levee, probably accounts for the reduction in the 1st precinct during these years.

Railroad And Hotel

From the very beginning it is evident that the owners of the land which was to become the Village of Carrollton were very optimistic as to its future, for a railroad was built connecting it with the City of New Orleans, over the present St. Charles Avenue, and First Street of Carrollton. This road was completed in September, 1835.

A station was erected at the end of the line in Carrollton, where St. Charles Avenue and Dublin Street now meet, with incidental repair shop and dwellings for employees of the road.

Nearby a two story hotel was erected, known as the Carrollton Hotel. An elaborate garden, which attracted visitors from surrounding territory and received favorable comment from many of the papers of that time, was established as an adjunct of the Hotel.

On February 9, 1833, the State Legislature passed an Act to Incorporate the New Orleans and Carrollton Railroad Company. Capital stock was not to exceed $300,000. Shares of $100 were to be sold for $5.00 cash and the residue in installments. The Act provided for "construction and repair of a Railroad, from some point in the suburb St. Mary, through Naides Street, to its termination in the suburb Livaudais, and from thence to a street named First Street—on a plan made of the plantation formerly belonging to Barthelmy Macarty, and which plan was deposited in the office of Greenbury R. Stringer, and thence through said street to the river Mississippi; provided the said Rail Road be soon constructed as not to prevent the use and travelling on any street through which it may pass."

The first board of the Company, elected on April 22, 1833, was composed of D. F. Burthe, L. Millaudon, M. Lizardi, I. Kohn, P. Laidlow, Thomas Dixon and H. G. Schmidt. D. F. Burthe was the first president; C. F. Zimpel first engineer. L. F. Generes was named secretary on April 29th, and John Slidell assumed duties as Attorney on May 6th.

In September 1835 the road was completed to Carrollton, and on the 25th of September the following announcement appeared in the New Orleans Bee:

> "The Carrollton railroad will be opened to the public to-morrow at 11 A. M.; when visitors of the intended district and those who design to partake of a comfortable collation between their drives to and fro, should be at the corner of Baronne Street."

On September 28, 1835, the same paper reported more fully on the novel enterprise:

> The railroad from the city of Carrollton on the Mississippi, distant about four and a half miles, was opened for travel on Saturuday last, The route passes through a level and beautiful country; very high, dry and arable land; and

New Orleans and Carrollton Railroad Depot

affording one of the most pleasant drives in the southern states. It passes through the limits of an ancient forest of live oaks; peculiarly interesting as being one of the very few of its kind now remaining in the south.

We were very much gratified in witnessing the various improvements during the progress of the drive; and could not help hoping that next summer the forest of live oaks would be rendered fit for an agreeable ramble for our ladies and escorts. New Orleans affords few such conveniences as might be given to Carrollton, if the proper accommodations were made for entertainment and residence—as the drive is not like other routes over swampy lands, which present no objects for delight or contemplation.

Yet even at the present time, balls and dinners might be given at the Carrollton hotel with some success—as we have no doubt the directors of the company will hereafter render their means of traveling and other accommodations as inviting as possible; and we entertain as little doubt that their efforts will be efficiently supported by Mr. John McDonnell, the experienced and courteous conductor of the hotel.

The fare is but 25 cents, while that on the Pontchartrain railroad is 37½ cents for about the same distance; and certainly the drive to Carrollton is much more pleasant for those whose business does not compel them to go to the lakes. Horticultural and other improvements have been already made round the hotel and a jet D'eau is placed in front. But when gardens and walks are afforded, and when refreshments can be given of all kinds thoughtout the day for visitors, we think this line must as it should acquire extensive support.

Having partook of the refreshments prepared for about 200 persons, we ascended to the observatory; and were much pleased with the view presented at the red appearance of the water. Floating baths will soon be erected for the convenience of those who make a temporary residence at the hotel; and when the route shall

Carrollton Hotel. Inset—William C. Williams, former official of Carrollton. Courtesy Milo Williams.

have been continued to Bayou Sara this railroad will then be as useful for trade in market provisions as it is now delightful for travel.

The first two locomotives used on the Carrollton Road were purchased from B. Booth and Co., of England. One of them arrived for the first trip to Carrollton mentioned above, the other was ordered a few months later: Two "light" locomotives were ordered from Baldwin of Philadelphia, in the early part of the following year. The first two were named "New Orleans" and "Carrollton."

These four locomotives were in operation on the road to Carrollton in 1838, for in an article in "The Picayune" of April 3, 1838, about the first day of the New Orleans Jockey Club races at Eclipse Course, Carrollton; they refer to "Four locomotives, with their train of cars, of the Carrollton Railway, which was finished in both tracks, left every half hour from the depot at Poydras and Baronne Streets."

The Picayune of June 9, 1840, throws further light on the extent of the railroad and the Carrollton Hotel and Gardens, in the following article:

"Sunday excursion trains, with about 15 cars, carried hundreds of passengers to the Carrollton House. The dining room opened upon the first gallery, and the apartment on the other side of the broad passage running through the house was the barroom. Upon the upper gallery the ladies assembled.

In the passage was an armed chair raised from the floor and set in a frame—a weighing machine. The galleries ran all around the house and on the side overlooking the garden a little game was played with hooks and a ring. In the garden flourished every variety of bud, blade, tint and odor. White shell paths, leading into shady intricacies, contrasted with the bright green grass. On the rear gallery was a square box covered with a variety of holes, into which players pitched small copper quoits, about the circumference of an English penny. Upon the green in front was a large double swing; and near it a fleet of ships sailed in the air around a pole.

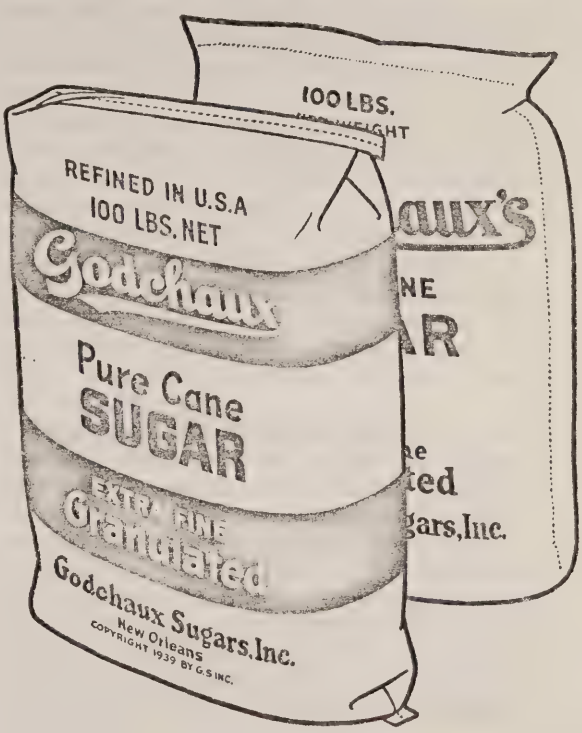
An advertisement in the Bee of February 6, 1844, gives the following glowing account of the Carrollton Gardens:

A cool and pleasant ride, in splendid new cars, of less than half an hour conveys the passengers to the celebrated Carrollton Gardens, which are open to the public, and which for variety of pleasant walks, choice and rare plants are unsurpassed by any in the United States. Its beautiful shades are enlivened by the music of thousands of birds, amongst which the Southern Songster, the interesting Mocking Bird, is most conspicuous. Bouquets and plants are sold by the Garden at very low prices.

The Bee of October 8, 1835, referred to other attractions at the hotel and gardens such as shooting gallery, a bowling green and cricket club, a tenpin alley, walks in the gardens for the ladies, for whom comfortable rooms are neatly prepared, and various rooms for gentlemen for playing at cards, chess or other customary games.

Disastrous Fire

The Daily Picayune of October 9, 1838, carried a news item of a severe fire which practically wiped



out the railroad station of the New Orleans and Carrollton Railroad at Carrollton. This item is quoted in full because it shows the extent of the road's investment in Carrollton, and refers to other items which tie in with those mentioned elsewhere, such as the shell road of the new basin canal and the races, which were held at the Eclipse Race Course.

We are truly sorry to have to state that a severe fire occurred at Carrollton about 2 o'clock on Sunday morning, destroying property belonging to the Rail Road Company to the amount of seventy-five or eighty thousand dollars. The extensive Car house, together with Blacksmiths' and Carpenters' shops, bar and billiard rooms, attached to the Car-House; 1 locomotive, 1 stationary engine; 15 passenger cars; 1 new horse car; 3 tenders; about 50 cords of wood; 7 cisterns, holding about 65,000 gallons of water; a large number of cushions; a quantity of corn; a lathe, etc. etc. were entirely consumed.

The fire is supposed to be the work of some designing villain, as it originated inside of the engine-house, where fire was never used. Three or four engines and a number of cars, etc. were removed, by the exertions of persons employed by the Company and others residing at Carrollton; otherwise the loss would have been much greater.

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It was impossible for any of the fire companies from the city to reach the scene of ruin with their engines, on account of the distance. Many of them started, but were attracted by the light of the new canal shell road, thinking at first the fire was in the vicinity of the Basin.

We learn that the whole amount of the property was fully insured. But the Company must, nevertheless, experience a considerable drawback; especially as the races will commence in about two months, for which time they were making extensive preparations.

We are glad to add that the Hotel under the management of friend Moore, received no damage of consequence; the paint was a little injured.

A few years later, however, the Hotel met a similar fate as the railroad property of the New Orleans and Carrollton Railroad Company, for on February 21, 1842, the Hotel Building was totally destroyed by fire originating in a nearby building.

The fire was described in the Daily Picayune of February 22, 1842, as follows:

Disastrous Fire at Carrollton

"With extreme regret we record the total destruction of the Carrollton Hotel. A fire broke out about five o'clock yesterday morning, in a two-story frame house contiguous to depot of the New Orleans and Carrollton Railroad Company, occupied by Mr. Mortel, as a boarding and coffee house. The wind was blowing very strongly, in a northerly direction, and drove the blazing cinders on the roof of the hotel in showers

Exertion was utterly useless. In a very brief space of time the hotel was reduced to a heap of ashes. The workshop of the Railroad Company was on fire several times, but was saved by the great exertions of those under the direction of Mr. Hampson, the engineer.

The loss of Elijah King, the lessee of the hotel, we are sorry to say, was very severe. He was enabled to save many valuables, it is true, but a great variety of articles were swept away by the flames.

The Hotel and furniture, belonging to the Railroad Company, were insured for $24,000. The original cost was about $10,000 more than the insurance. The loss of the Company, taking into consideration the decreases in the value of the property, will not be heavy. We understand that it is already determined to rebuild the hotel immediately. It will be finished by the time the summer season has fairly commenced, and our friend King will soon retrieve his losses. The garden in the vicinity of the hotel was slightly injured.

Early Train Schedule

During the week the steam car "New Orleans" was operated from Carrollton at 6 and 8 a. m. and 2, 4, 6 and 8 p. m.; from New Orleans at 7 and 9 a. m. and 3, 5 and 7 p. m., according to the schedule as advertised in the Bee of October 2, 1835. On Sundays there were two additional trains each way; 10 and 12 one way and 11 and 1 the other.

The Carrollton road is said to be the third steam railroad to be operated in the United States, being preceded by the Pontchartrain Railroad, operated from New Orleans out to Milneburg, said to be the second steam railroad, and the Baltimore and Ohio said to be the first.

New Depot

When the railroad station was burned in 1838, evidently the company erected a more or less temporary station, which was replaced by a more elaborate building in 1852, which is described in an article in the Carrollton Star of April 24, 1852, as follows:

> Carrollton Depot: An extremely beautiful depot has just been finished by the Railroad Co. Standing in the center of the town, and from its conspicuous position, it is the first object that meets the eye in coming from the city . . The style of its architecture is light and graceful, its colour neat and plain, and from its peculiar construction is roomy and to all intents well adapted for the purpose it is intended.
>
> The company has in this case (under the supervision of its gentlemanly engineer, Mr. J. Hampson) shown more than usual care in making its arrangements for the benefit and accommodation of its patrons. They are to put up a clock, which is very much needed here, and, which placed in the depot will be little else than a private donation to the town.

Railroad Advertisement

An Advertisement in the Picayune of September 18, 1838, with reference to signalling the engineer should be of interest:

> Those persons who wish to take passage in the cars at any intermediate stopping points between N. Orleans and Carrollton, are particularly requested to make some motion or signal to the engineer of the locomotive in day-light; —after dark, it is necessary that a lamp should be held out. George Merrick, chief engineer, N. O. and C. R. R.

Jefferson and Lake Pontchartrain Railroad

The possibilities of establishing a railroad along the Northern border of Carrollton, now the dividing line between New Orleans and Jefferson Parish, was seen as early as 1840. It was during this year that Act 79 was approved "To Incorporate the Jefferson and Lake Pontchartrain Rail Way Company". "The establishment of a Rail way from Carrollton to Lake Pontchartrain would produce great advantages to the Parish of Jefferson and the State generally" read the Act.

The organizers of the road were D. F. Burthe, George B. Ogden, Edward Yorke, G. Mallard, George Merrick, Robert Layton, Henry U. Palfrey. Capital Stock was authorized of $100,000, with shares $100 each.

The Act vested the company "with all rights and powers necessary for construction and repairs of a Railway from Carrollton to some suitable point on Lake Pontchartrain or Bayou or other stream leading to said Lake with as many sets of tracks as said Company may deem proper."

The Act further provided that the Company was entitled to 80 feet in width in the limits of the village of Carrollton and then 100 feet, and have the power to construct a car house in Carrollton and at Lake Pontchartrain. In no case however was the road to enter upon and use any land unless agreed on and paid the value of the land to the owner.

Further provision was made for fencing where the road crossed cultivated land, with necessary gates, and where Bayous or Canals were crossed to construct the road so as to be able to move when required for free passage of water craft.

Provision was made for harbors, "wharfs, piers, breakwaters" at junction of Rail with Lake and

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SERVICE STATION
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extend into lake as far "as may be deemed expedient", and to erect warehouses on wharfs", deepen or widen natural Bayous leading into Lake for harbor.

Another interesting provision, which apparently was never made use of, was that the Company could lay pipes on or adjoining the Railway for conveyance of water of the Mississippi River to the Lake Shore for supply of any buildings that may be erected at the lake or along the railway. Rate for such water was not to exceed 50c per hogshead of sixty three gallons.

The Company did not avail itself of the opportunity of erecting this road, until after Carrollton had been incorporated, when in 1850 the Company "presented a memorial to this Council, asking the grant of the right of way for a railroad from the present terminus of the New Orleans and Carrollton Railroad through Levee Street, to the upper line of the city, thence through Upper Line street to the limits of the corporation, and also praying for the widening of Upper Line street", which was approved May 29, 1850.

The Resolution provided that the Company have the right of way through Levee and Upper Line streets, until March, 1883, subject to certain provisions, as holding the city harmless for loss to the railway company should it be necessary to occupy Levee street for a levee, that the company place culverts at each street leading from the river, plank or pave the tracks at each of those streets.

Permission was granted to run locomotives, provided they did not "put them to a greater speed than five miles an hour through Levee street", to widen Upper Line Street, "fifty feet beyond its present width; said fifty feet to be taken from the eastern side of said street; and that said Upper Line street, as soon as it shall have been so widened, shall be divided into two road ways, leaving through the center for the entire length of said street . . . a space or track of twenty-six feet in width".

The road was to be commenced before December 1, 1850, and be completed from Carrollton to the Lake, within three years.

Just when the road was completed is not available at this time, however, an amusing incident is related by one of the older residents of Carrollton, as told to him when a boy, in connection with the turn of the road from Levee Street into Upper Line —some of the youngsters of those early days of Carrollton would place soap in the curve or turn of the rails and when the little steam dummy or locomotive endeavored to make the turn, the slippery rails would cause the wheels to spin around and around, but the train would not go forward until the soap was removed from the rails.

Getting back to the New Orleans and Carrollton Railroad, on June 2, 1854, the Chief Engineer recommended removing horse cars from the Carrollton Road but this does not seem to have been done. It is not clear as to just when horse drawn cars were first used on this line.

One issue of tickets sold by this road contained a picture of a "Dummy" with the word Coupon and a number shown. On the reverse side were the following words:

Coupon for Residents above Napoleon Ave.
Good only to them for
One Through Ride to be taken
up to correspond with number
of Red Tickets Detached.

Complaints Against Carrollton Road

The "Bee" of October 20, 1835, suggests "More punctuality must be observed in the hours of departure. . . . It would be no harm also to attend to the flue of the engine; so that the sparks might not burn the 'dresses' of the passengers."

By June 7, 1836, burning of the ladies' dresses by sparks from the engine evidently had become a serious menace, for on that date the board offered $500 reward for the invention of a "spark-Breaker" for the engine.

Even at the slow rate of four miles per hour to which the engine was restricted by ordinance, the safety of the public was not overlooked, for a short while after offering the reward for invention of a

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Women's Wearing Apparel

Women's Wearing Apparel

Featuring such well known lines as

Happy Home Cotton Frocks
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Exclusively in Carrollton Section

"spark-breaker" a "Safety Scoot" was ordered for the front of the engine.

P. Souliar, editor of the Carrollton Star, made the following complaint against the road, on November 26, 1853:

> Complaint in reference to the change made by the Carrollton RR. Co., in the hours of running their horse car at night between Carrollton and the City. During the summer when there was nobody to travel in them, there were two cars running. Now, when there is a constant and crowded communication they have summarily shut up that convenience. The alterations of the time of departure from the city of the single car that does run is productive of immense discomfort to persons who go down to pass the evening there. No place of amusement lets out early enough to allow attendants from along the line of the railroad, to take the car at nine. And if they miss that car, they have to wait until eleven and a half, before they can get an opportunity of returning. We never knew of a more ingenious inattention to the wants of travelers, or a more subtle perversion of the purposes of their own organization. If the cars are meant for convenience let them be adapted to that intent.

In 1873 a method of using steam prepared at the station house was in use on the Carrollton road. This proved a boon to the horses on holidays and Sundays, at least in the mind of Mr. Souliar, editor of the Carrollton Sentinel, who further described this system on October 4, 1873, as follows:

> On Sundays and holidays loads are too great for horses to pull. The remedy as used by the Carrollton Company now-a-days has proved a success. These cars run from Napoleon Avenue to Carrollton, with ample power by a boiler of water heated at the station house. No fire is used in connection with the car, nor is there any noise or any escape of steam. Little room is occupied by the engine, and one man is able to act as driver and conductor, stopping the car by the brake, and starting without difficulty and as quick as the one drove with a horse. The steamer is capable of carrying two cars with ease. When at the station the steam is pumped in by a connection, and the car is ready for another trip. By this method there is no killing of valuable stock from overwork, and the only lack of liberality in companies would defeat abundant provision for all who might wish to ride even it should prove that this plan would fail in the severest of our winter by a too rapid cooling of the steam—but our climate is not so severe. In such cases we could at least use it during such season as the present, and avoid the hardship which is imposed on the poor dumb brutes, who lack speech to plead their cause against exacting man. We have eight of these steamers in operation of the Carrollton Road."

According to the records of April 10, 1866, Gen. P. T. Beauregard, who was then President of the Carrollton Road, proposed to lease the road, including the main track, sidelines and turntables, from Dublin St. in Carrollton to New Orleans. The lease included "right of selling the engines, etc., and of purchasing horse cars, from Tivoli Circle to Carrollton and the river, and the right to offer the city to abandon steam engines in city limits". The inventory two weeks later shows 82 horses, 8 engines, and 3 "double" horse cars. The first minutes signed by the General were on February 8, 1867. On June 21, 1867, he resigned and B. L. Millaudon was elected president, but in November of that year General Beauregard again took the reigns.

In his annual report of January 7, 1886, President Van Benthuysen recommended the entire abolishment of the dummy system stating that "from 1866 to 1875 only horses and mules" were used and the road made more money than since that time

Freight cars on the New Orleans & Carrollton Railroad were discontinued on February 1, 1871, according to announcement to that effect in the Carrollton Times of January 18, 1871.

In an annual report on January 9, 1893, Presi-

PRESCRIPTIONS—DRUGS—SODAS

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40 Years In Carrollton

dent Joseph Hernandez mentions the Carrollton road as the first to attempt to run the cars by the cable system invented by General Beauregard, and the first to adopt the system of overhead wires, although the first electric car of this road did not make its appearance until February 1, 1893, as shown by the following news item in the Daily Picayune of February 2, 1893:

Yesterday, for the first time, New Orleans rode by wire

The experience proved delightful, safe and successful. All the little world of New Orleans knows how for months past the N. O. & C. R. R. Co. have been pluckily at work changing their system from the unambitious mule to the progressive power of electricity. Now that the system is perfected New Orleans will desire to speedily forget the fact that all over the north and west, even in the smallest towns, the electric cars have been for a long time in popular use. Those persons who persistently fought against the introduction of this means of rapid transit will now have to take a back seat. . . . Promptly at 10, the gay, spic and span green cars were drawn up on Carrollton Avenue for the trip to the foot of Baronne, the present terminal of the road.

The street was filled with spectators, and ladies in private carriages drove up to see the start. . . . Teachers and pupils of McDonogh No. 23 were drawn up before the gate to greet with a rousing cheer the first electric car. The schoolhouse was gay with flags. . . . The Cars looked gay as Easter bonnets. . . . The camera fiend took a shot, Mr. Haile gave the signal to start, and as gently as a leaf drifting on a summer river, the car rolled along Carrollton Avenue, into St. Charles, and pompously as any Carnival king made its triumphant way to Canal Street. . . .

The street car mules did not take kindly to the new propeller. They kicked, reared, and even tried to suicide under the wheels of the invisible foe. The old, absolutely unreliable mules seemed to show actual human jealousy. . . . A great many horses and darkies had panics of fright on the avenue. The Colored, who call the cars "election car" stared white-eyed and grinning. On the first uptown trip a negro woman passenger finally signalled the conductor to stop and said "Fo Gawd, Mister, lemme git out o'this."

A few of the operators of the modern electric street cars now serving Carrollton, vividly recall the days when they also drove the mule cars.

The New Orleans Public Service, Inc., which now operate practically all the rail way passenger service in New Orleans, consolidated with the New Orleans and Carrollton Railroad on September 27, 1922.

The first electric street car road continues to serve Carrollton, connecting with Canal Street of New Orleans by way of St. Charles Avenue and Tulane Avenue, through Carrollton Avenue. These two roads, now known as St. Charles Belt and Tulane Belt, with the S. Claiborne cars, with terminus at S. Claiborne Avenue and S. Carrollton Avenue, are the only electric overhead wires operating in Carrollton at this time.

As far back as 1862 an Ordinance was adopted granting a right of way to Joseph Kaiser to lay a double-track railroad through Hampson Street from Lower Line Street to Dublin as a continuation of the Prytania and Magazine Street lines, however, nothing ever became of this project.

On October 30, 1867, an Ordinance of the City of Carrollton granted the right of way for a street railroad on Canal Avenue (now Carrollton Avenue) to Nicholas Commandeur and Samuel Pursell. This road was to have extended the entire length of Canal Avenue. Whatever became of this proposed project is not known.

In 1871 the New Orleans, Jackson & Great Northern Railroad Company, now the Illinois Central Railroad, had their tracks running through Carrollton from its Lower Line to Upper Line, a

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distance of 10¼ miles, according to the assessment records.

As the electric street car forced the old mule cars into the discard, in recent years the gasoline motor powered bus is gradually forcing the electric street car into the discard.

Where formerly the electric car connected with our neighboring suburb of Metairie, it has been replaced by the gasoline bus of the Metairie road connecting with the Louisiana Bus at the junction of Metairie Road, City Park Avenue and Pontchartrain Boulevard. The Louisiana Bus follows the latter Boulevard into S. Carrollton Avenue, thence into and through Washington Avenue to Louisiana Avenue and the Mississippi River.

Another short service bus line, extending from S. Carrollton Avenue to the Parish dividing line, on S. Claiborne Avenue, replaced an electric car over that route.

The Leonidas Bus line, operating over Leonidas, Pritchard, Monroe, Palm, Oak and Willow Streets, extends over almost the entire depth of Carrollton, connecting with the St. Charles and Tulane Belt cars, as well as the Louisiana bus on Carrollton and Washington Avenues.

Another electric line, which was discontinued some years ago, operated over the present Maple Street, and at one time extended up to South Port through S. Carrollton Avenue, and over Oak Street.

The Jefferson Bus offers a convenient means of transportation for people residing in our neighboring Parish of Jefferson, to reach Carrollton, over the Jefferson Highway, which forms a part of S. Claiborne Avenue, in Carrollton, connecting with the two belt lines, and the S. Claiborne car at the junction of these two avenues, Claiborne and Carrollton.

Sir Thomas Lipton in Carrollton

No story of Carrollton would be complete without the following self explanatory article appearing in the Times-Picayune on Sunday, February 4, 1945:

> A "dear old lady of Carlton" made some pancakes that Sir Thomas Lipton remembered blissfully for a full 40 years.
>
> That was 73 years ago when Carrollton was young and people, as they still do, called it "Carlton" and often spelled it that way. Today, this lady of "Carlton" is forgotten, her name and receipe lost, but Carrollton goes on, this year celebrating the 100th anniversary of its incorporation as a town on March 10, 1845, and turning over the dimmed pages of the past to bring forth unique bits of Carrollton history.
>
> Sir Thomas' autobiography, quoted here by permission of Dodd Mead and Company, commemorates those fine pancakes:
>
> "By and by I landed at Carlton, seven miles from New Orleans. Here I was lucky to get a berth with the local tram-car Company, and equally fortunate to find good lodgings with the wife of the foreman of the car-yard. This lady, to whom I paid five dollars a week for my board and lodging, was an exceedingly kind and motherly person. She took a great fancy to me, and her face beamed with pleasure when I told her that the pancakes she made were 'Just like my mother's'. This 'pancake' story has an interesting little sequel.
>
> "Fully forty years afterward I happened to be at New Orleans in the autumn of 1912, to be exact—and this time I was staying with my party at the St. Charles Hotel at a cost of, figuratively speaking, five dollars a minute, as against the five dollars a week I paid for my lodgings when first I struck the town. The next morning after my arrival I was looking out of my bedroom window and ruminating on the changed conditions under which I was making my second visit to the magnificent city on the Mississippi when the bell hop came up with the announcement that old lady who knew me as a boy had called to pay her respects to me. I went downstairs wondering who this could be, and was delighted beyond measure to discover that it was none other than my old landlady from Carlton. She had followed my career all through the years and learning from the papers that I was in New Orleans, had made up her

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mind to come and see me. You may be sure I gave her a very fine welcome and at lunch that day she was my honored guest. During the meal she leaned over the table and said: 'Do you remember saying, Sir Thomas, that my pancakes were every bit as good as those your mother used to make?' Laughingly I replied that I not only remembered saying it, but that I remembered the pancakes even better. This meeting was for me a most refreshing link with the past; and I can truthfully say that in all America there was no one whom I would rather have renewed my friendship than with this dear old lady."

New Orleans Public Belt Railroad

"A strange and peculiar animal with nothing like it in captivity" is the way a member of the Interstate Commerce Commission characterized the Public Belt Railroad, after an intensive study of its organization and management.

"During the 1880's and '90's railroads entering New Orleans received grants in aid of construction of one sort or another from the City of New Orleans," said Major Victor J. Bedell, Chief Engineer of the road, in a talk before the Louisiana Engineering Society in October 1936.

Major Bedell said further that in 1896 a movement for unified service to the port of New Orleans by a Belt Railroad traversing the entire water front was started. In that year one of the major obstacles in the way of construction of a Public Belt Railroad was removed. The Texas and Pacific Railroad had many years before been granted a franchise to construct a road along the river front from Protection Levee (upper boundary of original Carrollton and now of the City of New Orleans) to Henderson Street, but done nothing to avail itself of this franchise. The City of New Orleans took the matter to court and the lower court held in favor of the T. & P. Railroad. The Supreme Court ruled for the City, opening up a large portion of the river front for Public Belt purposes.

Agitation for the Public Belt Railroad finally crystallized in form of Ordinance No. 147 of August 1, 1900. About this time the Illinois Central Railroad was attempting to reach the river from the rear of the city and agreement was reached whereby the I. C., at its own expense, should open up a Street adjacent to the levee, from Protection Levee to Peniston Street. This street is now known as Leake Avenue. It was 110 feet wide, in which was to be established a neutral ground 55 feet in width, to be set aside for railroad purposes.

The I. C. was required to construct two tracks which would be the property of the Public Belt Railroad from Protection Levee to the lower side of Audubon Park.

On August 3, 1908, a Public Belt engine, with gondola cars, in which had been placed seats for guests, was brought to the foot of Canal Street. Guests having entrained, the party moved to the lower extremity of the Belt Railroad at Mandeville, then doubling back to the upper extremity at Protection Levee, thence to the Leyland Line Wharf, where a luncheon was served on board the S. S. Colonial.

An Editorial of August 3, 1908, described the opening:

> "The opening today marks a new era in the commercial history of New Orleans. This, we believe, the only seaport city in the world, owning and operating a Belt Railroad connecting all railroads with the publicly owned wharves and factories and warehouses giving cheap and easy communication with ocean shipping at our docks."

The "Leake Avenue" above referred to is at the base of the present levee, in Carrollton, and is approximately 600 feet from Levee Street, of the original Town of Carrollton.

There are six tracks over Leake Avenue, in Carrollton at this time, over which the freight trains of the Illinois Central and Public Belt Railroad operate. Since the opening of the bridge across the Mississippi above New Orleans, known as the Huey P. Long Bridge, in the year 1935, passenger cars of the Texas & Pacific Railroad, leaving and entering

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New Orleans, via Carrollton, operate over these tracks also.

Among the post war plans of the latter road is the construction of a Passenger Depot in Carrollton for the convenience of the passengers of their road. Plans for such a depot in Carrollton were sponsored by the Carrollton Business Men's Association. Other Post War plans in this connection, sponsored by that organization, are the installation of automatic safety gates at the intersection of Oak Street and Leake Avenue tracks.

Home Owners

Primarily Carrollton of today is a community of home owners, some but modest little cottages, others of a style and size fitted for a queen, but home just the same, with well kept lawns and flower gardens. The fact that for the year 1944 there were 3,793 Homestead Exemptions filed with the Assessor's office for the Seventh District, indicates the extent of the home owning population of this community.

A poem, specially prepared for the Carrollton Centennial, by Mrs. Laura Oakes, a life long resident of this community, clearly indicates the feeling of "Home" which is shared by so many of the present residents. The poem follows:

Carrollton

A hundred years may come and go
That sees the mighty river flow.
Upon its banks a little town
Has grown in size and gained renown.

Many changes have taken place,
Progress moves with rapid pace.
Everything is done in another way,
Our work is different and our play.

But in our pretty Carrollton
The spirit of home has always won
It may be just a tiny cot,
It's "Home Sweet Home," a beloved spot.

Pritchard Mansion, Carrollton Ave., commenced before War between the States. Completed after the war.
—Courtesy C. Milo Williams

Fire Companies

Indicative of the importance attached to the formation of volunteer fire companies in the early days of Carrollton, the Louisiana Legislature encouraged the formation of such companies, as early as 1847, when Act No. 63 exempted "Firemen" from the performance of Jury and Militia duty.

The same Act placed the membership at a minimum of forty-five and a maximum of fifty, and wisely provided that there could be no honorary members.

Preliminary steps in the formation of Carrollton's first Volunteer Company was the calling of a meeting for July 23, 1849. Apparently the plan was favorably received, for at a subsequent meeting held July 28, 1849, its first Volunteer Fire Company was organized. It was known as Carrollton Fire Company No. 1, and incorporated on October 4th of the same year.

On February 25, 1850, the Town Council appropriated $500.00 to purchase an engine. The engine purchased was a double-decker hand engine.

On February 4, 1852, the Town Council appropriated a lot on Dublin Street, next to the jail, 35 feet front by 120 feet deep, on which to erect an engine house, and on March 24, 1852, appropriated $500.00 towards building the engine house, endorsing three notes of $387.50 each.

With this start a substantial brick fire house was erected on the lot appropriated by the Council, on Dublin Street between Maple and Hampson Streets, which engine house is well remembered by many of the residents living today, although it was demolished years ago.

It was reorganized in 1875 into a steam engine company. At the time of its disbandonment as a volunteer company and incorporation into the paid department of the City of New Orleans, its old steam engine was replaced by a small 350-gallon horse-drawn Ahrens Engine in 1892 and its number changed from Carrollton No. 1 to Engine Company No. 19.

In 1893 it was assigned to its new quarters at 7808 Maple Street, near Burdette. It was subsequently housed in the same building as the Ninth Police Precinct, on Short Street, in the rear of the McDonogh No. 23 Public School, and when that building was demolished in 1937 was removed to share quarters with Fire Engine No. 25 at Oak and Leonidas Streets, from where it was again moved on April 12, 1940, to its handsome new home on Stroelitz Street, corner of Fern. This is one of the neatest little engine houses to be found anywhere in the City.

In 1918 the old horse-drawn engine was replaced by a modern 600-gallon per minute American La France Gasoline Pumper, which is still in use.

In 1851 an attempt was made to establish another Fire Company which was to have been known as "Liberty Company No. 2." There appeared a news item in the Carrollton Star of July 5, 1851, reading: "There is to be a new Fire Company established in this town; it is to be called the 'Liberty Company No. 2.'" Evidently the attempt to establish this Company did not succeed.

Star Hook and Ladder Co. No. 1

Carrollton's second volunteer company, Star Hook and Ladder Company No. 1, was organized January 18, 1854, as provided by Act 246 of the Louisiana Legislature of that year.

Names of those in the Incorporation Act included James C. Wilson, James Burroughs, George Herle, A. C. Ives, L. A. Heaton, Peter Soulear, R. B. Vandalson, S. Pursell, Lamont Cuthbert, F. Brank, P. A. Bienvenu, Pasculis La Barre, Wm. Duffy.

The Charter of this Company was originally for twenty years, but by Act No. 36 of 1874 amended to "remain perpetually in full force and effect."

This Company's home was on Dante Street (Madison at that time) between Second (now Maple) and Hampson, erected on a lot Mayor Hermann H. Gogreve was authorized to purchase, in the name of the town, on September 24, 1856. Price paid for the lot was $300.00. In later years this property was transferred to Peter Betz, and for many years known as Betz Hall.

Star Hook and Ladder had a Hartshorne Truck pulled by hand, up to 1875, when horses were used. In 1861 J. P. Hecker, a contractor, erected a Bell Tower for the Company. At the close of the volunteer period in 1891 their truck was incorporated into the paid department and changed from Star Hook and Ladder No. 1 to Hook and Ladder No. 7.

After incorporation into the paid department it was quartered on Dublin between Hampson and Maple Streets. The Hartshorne Truck served for several years during the time of the paid department and was replaced by a modern 65-foot White Truck. It is now stationed with Engine Company No. 25 at 8600 Oak Street and is also motorized.

Independent Fire Company No. 2

was organized on March 5, 1864, and incorporated on April 14th of that year. It also was a hand engine company, its first engine being a goose-neck with side breakers. In February, 1877, it was reorganized as a steam engine. After incorporation into the paid department, the old steam engine was replaced by a small 350-gallon horse-drawn Ahrens Engine in 1892 and its number changed from Independent No. 2 to Engine Company No. 25.

Independent No. 2 was stationed on Leonidas and Burthe. Engine No. 25 was also stationed at same quarters for several years. The site of this station is now covered by the Mississippi River levee, and the Company is now located at 8600 Oak Street. In the year 1918 the old horse-drawn engine was replaced by a modern 600-gallon per minute White Gasoline Pump, which is now in use.

The BABCOCK, formerly stationed in the Carrollton Depot and later changed to Chemical No. 9 and stationed on Short and Pearl Streets, and also Chemical No. 12, stationed on Fern and Jeannette Streets when disbanded, and replaced by a 600-gallon modern White Engine, now located at Fern and Jeannette Streets as Engine No. 32.

The Chief Engineers of the old Carrollton Fire Department in the order in which they served were: Frederick Fischer, Philip Mitchell, John Pfeiffer, George Geier and John Dahmer. The Chief Engineer of the present New Orleans Fire Department is John M. Evans.

Before the present Fire Alarm system was installed, in the days of the Volunteer Companies,

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"Watch Houses" or "Tower Stations" were erected from which the firemen could detect the location of a fire.

Anniversaries of the various Volunteer Fire Companies were celebrated with parades and feasting. One such event is mentioned in the 19th Anniversary of Carrollton Fire Company No. 1, celebrated October 4, 1868. The day before the event the line of march was described in a local paper as follows: Members were to meet at the Engine House, on Dublin Street, from where they would march to First Street (now St. Charles Avenue), down that street to Adams, then to Levee Street, to Upper Line, to Fourth (now Oak), to Canal Avenue (now Carrollton Avenue), to Second (now Maple), to Dublin, to the Fire House, then down Second to Canal, to First, to Greenville (a village adjoining the lower boundary of Carrollton), to the residence of F. Fischer "to partake of some of his best."

Firemen's Charitable Association of the City of Carrollton

On May 10, 1865, F. C. Zeller, A. H. M. Peterson, Stephen Kerner, John Mehlop, Henry Tebbe, John Davenport, Archibald S. Ferth, Frank Prechter, James Hamilton, and Auguste Babin organized the Firemen's Charitable Association of the City of Carrollton.

The purpose of the Association was to render aid to its members in event of illness, and to aid widows and orphans of deceased members, who were members of the various volunteer companies of Carrollton. Provision was also made for burying the dead, and the well-kept burial ground in the Carrollton Cemetery of these old volunteer companies bears mute testimony of the names of those buried there.

On October 6, 1885, a Committee on Revision of the Constitution and By-Laws, composed of O. Besanson, Simon Oestarly, Peter Herman, Julius Felheim, Fred Deibel, John Hoey, M. De Lucas and O. A. Trezevant, reported on the change of the name of the Association to the Firemen's Charitable Association of the Seventh District of New Orleans.

At that time Michel De Lucas was president and A. L. Le Breton, Secretary. The change in the name was made before Frederick Deibel, Notary Public, on October 10, 1885.

Fires

The buildings in the early days of Carrollton were practically all of wood, with shingle roofs, rather close together, which made a dangerous fire hazard, as is shown by the numerous total losses reported in the papers of the Town. Probably adding to the fire hazard was the old style oil lighting systems, as well as the heating of those days.

The Star of January 10, 1854, reports a serious fire:

> The fire broke out in the frame building belonging to Mr. A. Curantier, occupied by himself as a dry goods and clothing store, which was entirely consumed, together with all the frame buildings on Levee between Cambronne and Madison Streets, comprising in all seven buildings. In less than two and a half hours the entire buildings were reduced to ashes. Carrollton Fire Company were promptly on the spot, but were prevented in subduing the flames, as they had their hands full to save the neighboring buildings across the street. We are glad to learn that all the buildings were insured, but, however, there was a large amount of goods entirely destroyed. The loss and damages are estimated at from 30 to 40,000 dollars.

Sincere thanks to the gallant "Jackson Fire Company, No. 18, of the City of New Orleans.

Mississippi Fire Co. No. 2 of New Orleans came but arrived too late.

The Carrollton Times of March 19, 1864, gives

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the details of another serious fire:

A fire took place in this city on Wednesday evening last, at half-past two o'clock, on Cambronne Street, between Zimple and Third, in the premises of Capt. Grass, and was occupied by Mr. Folger, of the City of New Orleans. The fire when discovered was rushing through the roof of the building. The cause of the mystery is unknown, but there are many different rumors afloat as to the actual cause of the same. The building was completely destroyed, and we could not ascertain as to whether it was insured or not. All the furniture we believe was saved.

After the fire had been nearly subdued in this quarter, the two-story building of Mr. A. S. Ferth, a square off in the rear, took fire on the roof, and was subdued by the indefatigable exertion of the members of the "Star Hook and Ladder Company."

Hardly had this fire been extinguished before the splendid building of our worthy Mayor, Mr. F. C. Zeller, now occupied by the U. S. Troops, took fire just above the corniche, when the members of the Star Hook and Ladder Company were again called upon to place their ladders upon the building and in a short space of time the flames were extinguished.

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